

GRAIN DEALERS' JOURNAL

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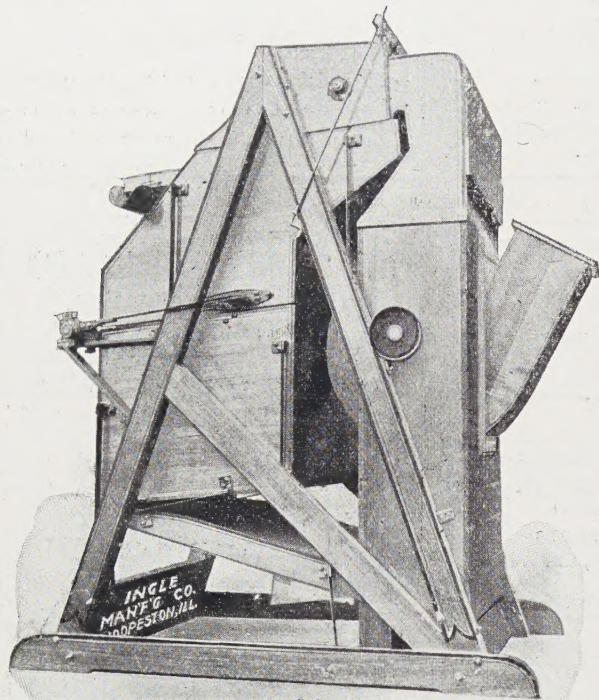
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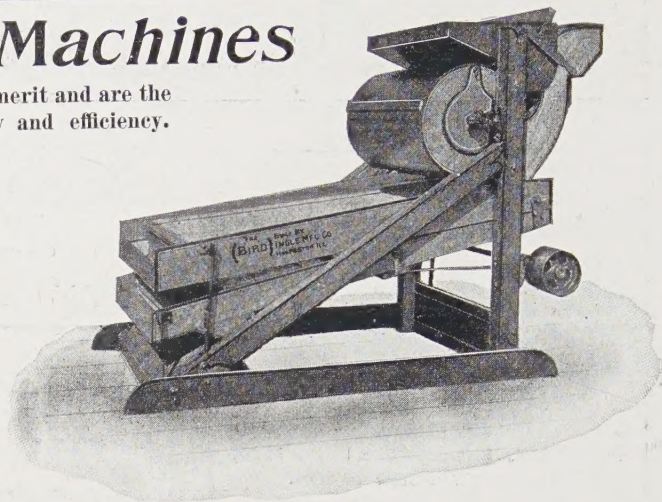
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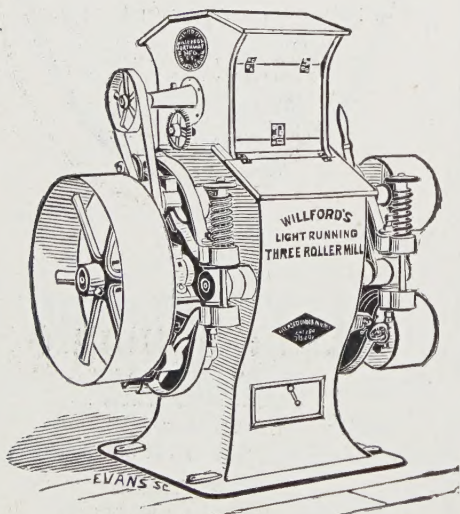
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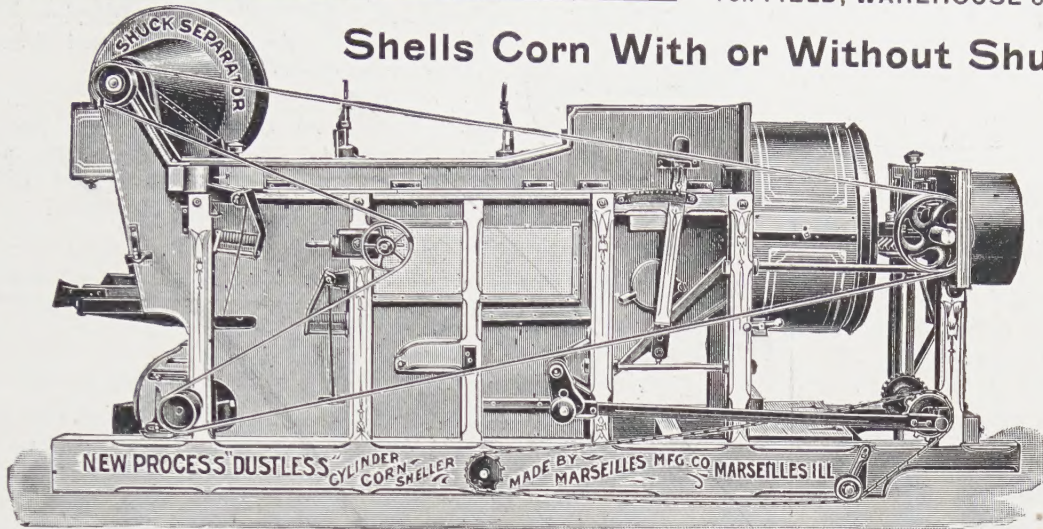
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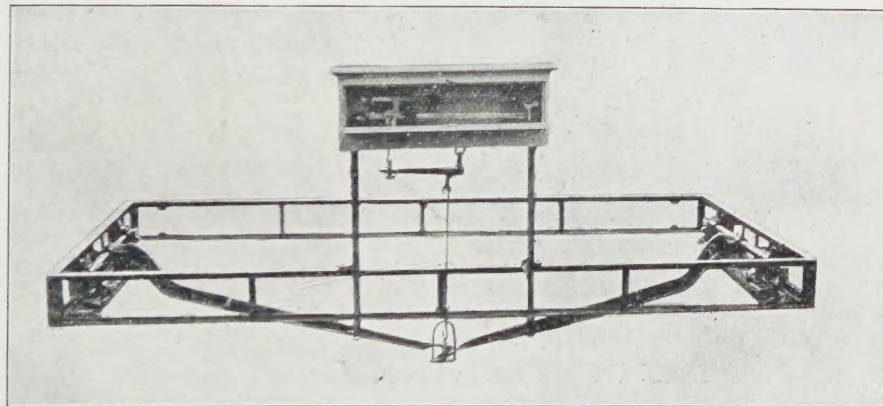
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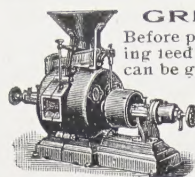
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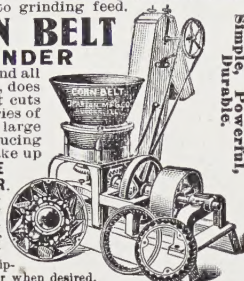
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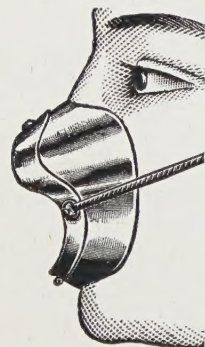
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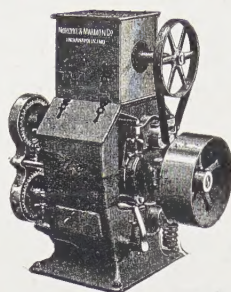
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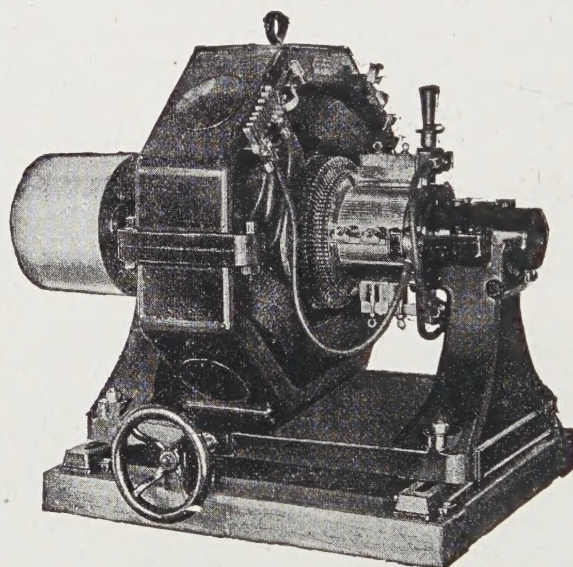
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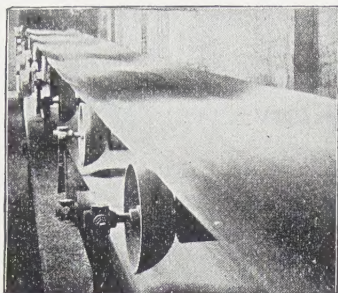
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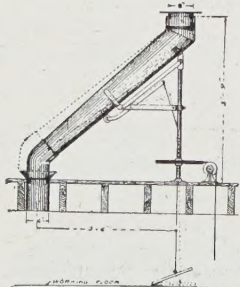
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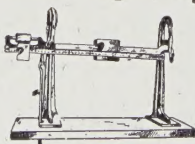
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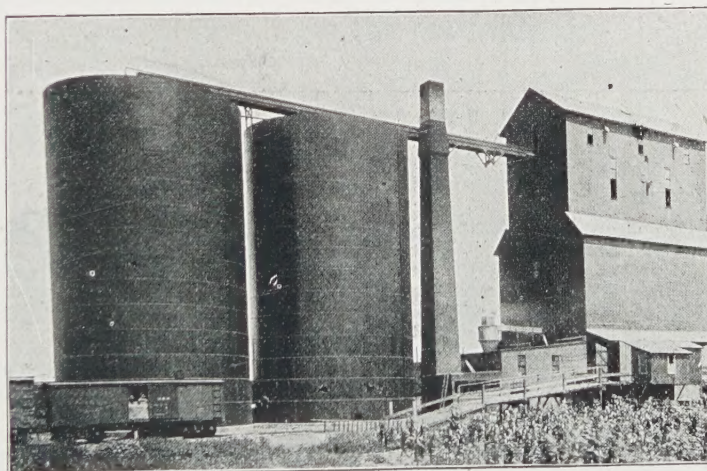
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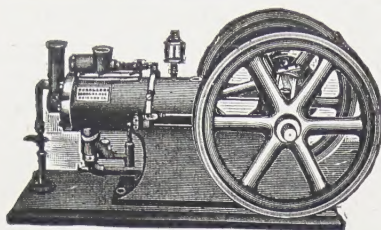
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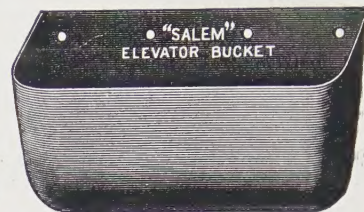
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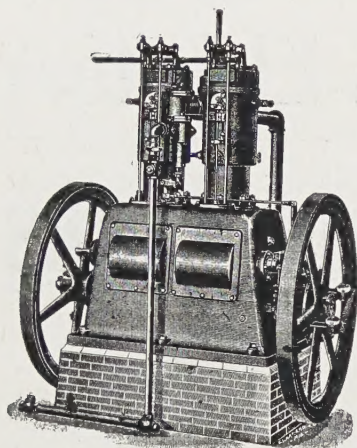
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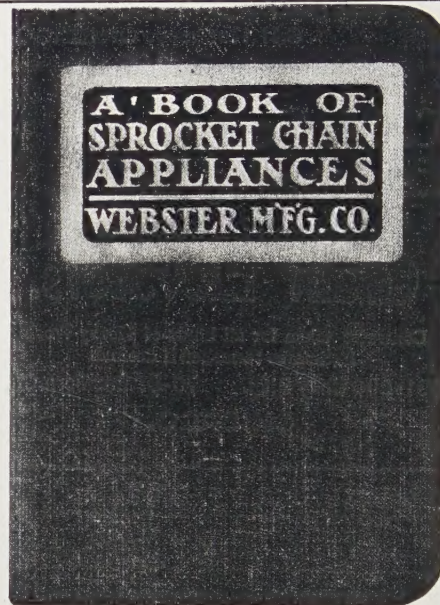
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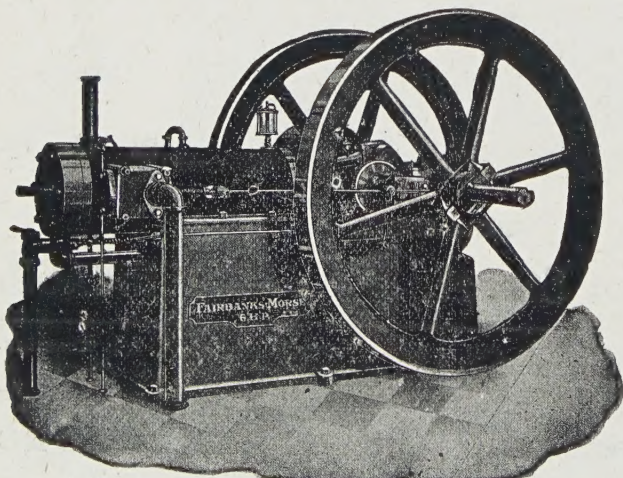
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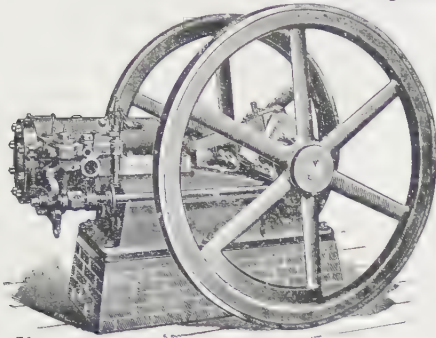
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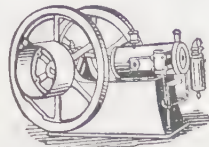
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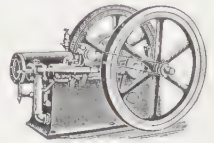
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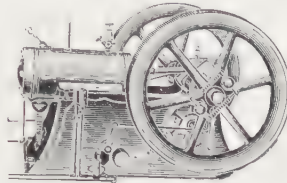
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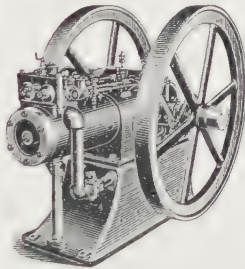
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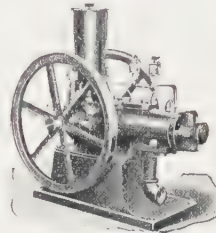
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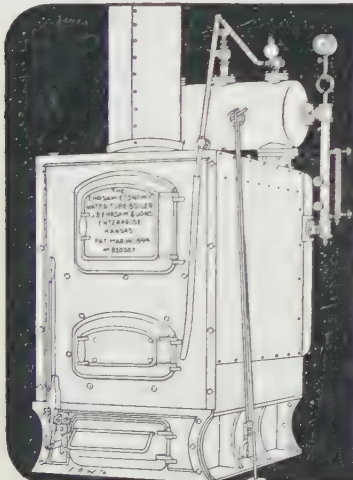
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ELEVATOR and coal business for sale on I. C. R. R., good grain point, the station does $\frac{1}{4}$ million bu. or more per year. A bargain if taken quick. Address P. O. Box 101, Bellflower, Ill.

ELEVATOR for sale cheap; in the choice grain district of Northwestern Iowa; live progressive town; 40,000 bu. capacity; all in good repair; 2 feed mills; oat clipper and up-to-date machinery. E. C. Cowles, Storm Lake, Ia.

SMALL elevator built in modern style with car-loader and modern conveniences, doing good business, for sale on easy terms. Not much capital required. Excellent reasons for selling. Address The Ideal Car-loader Co., Sullivan, Ill.

ELEVATOR and feed mill, grain, wood, coal and feed business for sale on C. & N.-W. Ry., no competition; in Wisconsin suburban town; 400 cars handled last year. A. L., Box 6, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ONLY elevator in town, with good territory for wheat, rye, oats and corn; capacity 8,000 bu.; cribs, 20,000; coal bins, residence, barn, orchard, 2 wells, 10 acres. 6 in alfalfa. Splendid business point. Price, \$4,500 cash. W. A. Chitwood, Riverton, Neb.

TWO elevators and one warehouse in central Indiana on the Pan Handle Ry. in excellent grain country. One elevator equipped with feed mill. Good reasons for selling. Will sell reasonable and on easy terms. Address Bargain, Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

CENTRAL IOWA elevator; 35,000 bu., steam power, with corn sheller, oat clipper, track scales, etc. One of the best cleaning houses in the country and doing good business. Cost \$8,500; will be sold cheap if taken at once. Address M. L. C., Box 8, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ON account of poor health will sell my elevator at Gibbon, Neb., on Union Pacific Ry., capacity, 20,000 bu.; steam power; 2 stands of elevators; cleaner; feed mill; large hopper scale; sacking room; elevator arranged for cleaning and sacking in transit. Price, \$4,500; will take part in land. Address H. R. Sheldon, Gibbon, Neb.

ONE OF THE BEST elevators and hay storage barns in Ind. for sale; good country seat in good farming country, 3 railroads. Plant less than 4 years old; fire-proof; gas engine, modern machinery thruout; 500-bu. hopper scales; 1 stationary steam press, 1 portable. Well established trade; best reasons for selling. Box 30, Winchester, Ind.

ELEVATORS WANTED.

WANT to rent or buy country elevator in good location. Box 69, German, O.

ELEVATOR wanted in Ill.; junction point preferred. W. M. Clegg, Rice, Kan.

ELEVATOR wanted to buy, at good grain station in Illinois. T. H. Wheeler, Leeds, Ill.

WANTED to buy or rent, three or four grain houses at good points near Airlie, Minn. Walter Parks.

WOULD RENT elevator at good grain point, northwest Iowa preferred. Address C. T. Sidwell, Florence, Ia.

WANTED, to lease or buy 1 or more elevators. G. B., Box 8, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

WANTED to buy, elevator at good grain station, northern Illinois. C. D. Dillin, 6414 Woodlawn Av., Chicago

ELEVATOR wanted to rent, on C. & N. W., in Iowa. S. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

ELEVATOR wanted at good station in Nebraska. J. C., Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

LEASE of good grain elevator wanted at once; with privilege of purchase in one year. Address A. C. Kaiser, 1207 Locust Street, Des Moines, Ia.

NICE residence in a good Minnesota town to exchange for an elevator in a desirable locality. C. S. Tredway, care Exchange Grain Co., Minneapolis, Minn.

CASH buyer wants elevator in good repair, N. W. Ia. preferred, with gasoline power and shipping over 140 cars yearly. L. I., box 8, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Exchange, 94 Traders Bldg., Chicago, Ill.

ENGINES WANTED.

ENGINE, 8 to 10-h. p.; must be in good order and cheap; prefer upright. Geo. M. Stauffer, Gladbrook, Ia.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 49 W. Lake St., Chicago.

NEW and second-hand engines, boilers, pumps and grain elevator machinery and supplies bought and sold. Write me your wants; I can save you money. W. M. Goggin, Board of Trade, Chicago.

FOR SALE-MISCELLANEOUS.

50-bbl. steam mill, or will sell machinery, new and up-to-date; great bargain. K. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

PULLEYS. Our entire stock wood split pulleys slightly damaged by water, at a bargain, all sizes. W. A. Jones Foundry & Machine Co., 59 S. Jefferson, Chicago.

MALT house and brewery for sale; capacity of malt house, 175,000 bu. per year; of brewery, 20 barrels; in Dayton, Columbia Co., Wash., a town of 3,500 population. For particulars write Jacob Weinhard, Dayton, Wash.

HELP WANTED.

PRACTICAL man wanted to superintend the grain and elevator business in country town in southern Ill. Address Elevator, Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

SOLICITOR wanted for grain commission firm. Must be sober, reliable and have some trade in northern Iowa, Minnesota and Wisconsin. Address Chicago, Box 9, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

WANTED—A few good grain and hog buyers on the new line of C. & N. W. R. between Belle Plaine, Iowa, and Fox Lake, Minn. Only men of experience with good references need apply. State in first letter salary wanted, age, married or single, how long have bot grain in a regular elevator, where, and how soon at liberty to accept position. Address A. J. Zingre, Mgr., Nye & Schneider Co., Mason City, Ia.

ELEVATOR SITES.

TEN ELEVATORS wanted on the Findlay, Ft. Wayne & Western Ry. Good locations. Communicate with Frank Finney, G. F. A., Findlay, Ohio.

**FINE
LOCATIONS**
FOR
ELEVATORS, FACTORIES,
AND OTHER INDUSTRIES ON
The Belt Railway of Chicago.
COMPETITIVE RATES.
AMPLE CAR SUPPLY.
ADDRESS B. THOMAS, PRES. & GEN. MGR.
DEARBORN STATION, CHICAGO.

LOCATIONS FOR ELEVATORS

in Illinois, Iowa and
Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,
Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

MACHINES FOR SALE.

CORNWALL CORN cleaner No. 2, used 3 months, \$75, f. o. b. Bloomington. B. S. Constant Co., Bloomington, Ill.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

NEW and second hand gasoline engines, roller feed mills, steam engines, boilers, shafting, pulleys, belting, flour mill and elevator furnishings at your own price. We corrugate rolls on best machines at large discount. Get our prices and save money. Jackson Corn & Feed Mill Co., Minneapolis, Minn.

GRAIN FOR SALE AND WANTED.

DAMAGED grain wanted. W. B. Gallagher, 72 Pearl St., Buffalo, N. Y.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

WANTED—550 bu. yellow corn and 300 bu. good white oats, originating on Pan Handle, Cin. North., or C. H. & D. E. A. Grubbs Grain Co., Greenville, O.

SCALES FOR SALE.

HOPPER SCALE for sale at a bargain; 300-bu. Fairbanks, almost good as new. C. H. Tryon & Son, Strawn, Ill.

TWO 2d hd Fairbanks 100-bu. hopper scales, also several R. R. track scales, 38 to 64 ft., Fairbanks make, for sale. U. S. Scale Co., Terre Haute, Ind.

WANTED.

WANTED, your grain elevator plans to make. Good work. Write for prices. Austin B. Hayes, Indianapolis, Ind.

ELEVATORS wanted everywhere by readers of the Grain Dealers Journal. Now is the time to advertise and get a good price for yours.

ENGINES FOR SALE.

ENGINE, 10-h. p., and boiler 20-h. p.; all in good repair; sold cheap if sold soon. U. S. Fry, Van Horne, Ia.

GAS ENGINE, best condition, Fairbanks 20-h. p., a bargain. E. L. Gates & Co., 68 S. Canal St., Chicago.

GAS engine for sale; 15-h. p. White & Middleton. Julius Heinemann & Co., 240 West Lake St., Chicago, Ill.

GASOLINE engine for sale. Lewis make; too large for business. Address Marfield Elevator Co., Sutherland, Ia.

GAS and gasoline engines bought, sold and exchanged. We sell ½ to 50-h. p. Fully guaranteed. Gas Engine Repair Co., 43 S. Canal St., Chicago.

FAIRBANKS-MORSE gasoline engine for sale; 54 h. p., 150 rev. Practically new. Address Steel Elevator & Storage Co., West Nashville, Tenn.

GAS or gasoline engines bot and sold; 4-h. p., \$125; 7 h. p., \$175; 10 h. p., \$250; 25 h. p., \$450; 40 h. p., \$650; second hand; in perfect order. Colborne Mfg. Co., 35 E. Indiana St., Chicago.

GOOD Frost engine 20 and boiler 30 h. p., at \$100 less than cost. Bot for new elevator; but owing to hitch new engine was put in, this being inaccessible. Seafield Grain Co., Wolcott, Ind.

STEAM outfit for sale; complete; good as new; price, \$300 cash; 20-h. p. engine and boiler, including firebrick and common brick furnace, in use only 4 months; engine and boiler guaranteed to be in good order. James Sheeran, Chapman, Kan.

SECOND HAND GAS AND GASOLINE ENGINES.

2 35-h. p. New Era, in first-class condition, nearly as good as new.

1 15-h. p. Otto, rebuilt with latest improvements.

2 6-h. p. Otto, rebuilt with latest improvements.

1 3-h. p. upright Pierce engine.

1 2½-h. p. Fairbanks-Morse engine.

1 12-h. p. steam engine and boiler combined.

1 9-h. p. Nagel steam engine.

1 20-h. p. boiler.

1 12-h. p. engine, 15-h. p. boiler.

We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

C. P. & J. Lauson, 151 West Water St., Milwaukee, Wis.

**GRAIN
DEALERS JOURNAL**
10 PACIFIC AVE., CHICAGO, ILL.

190.

Gentlemen:—Enclosed find One (\$1.00)
Dollar for which please send the Grain
Dealers Journal on the 10th and 25th of
each month for one year to

Name _____

Post Office _____

State _____

BUYERS OF DAMAGED GRAIN.

**DAMAGED GRAIN
WANTED.**

I buy damaged grain of all kinds. Write or wire me.
WM. B. GALLAGHER,
72 Pearl Street, - - BUFFALO, N. Y.

East Side Milling Co.
TOLEDO, OHIO.

Buyers of Salvage Grain

Also all grades of off-grade Grain of all
kinds, Screenings and low-grade Flour.
Send samples and ask for bids.

LUMBER

We sell to everyone at the
same price, strictly whole-
sale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

**DOCKAGE
TABLES...**

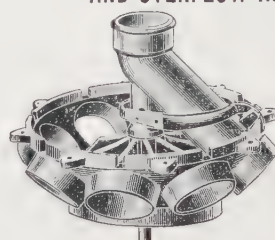
Show the amount of dockage at 1½ lbs.,
2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs.
per bushel for any sized wagon load of wheat
containing from 2 to 600 bushels. This table
is constructed to conform to the usual cus-
tom of dropping all odd pounds in the weigh-
ing of wheat. It is printed on strong card-
board from heavy faced type.
Price, 10 cents each.

FOR SALE BY

GRAIN DEALERS COMPANY,
10 Pacific Ave., CHICAGO.

Grain Trade Books

of all kinds can be obtained at the office of the

GRAIN DEALERS JOURNAL, CHICAGO.**Hall Grain Distributor
AND OVERFLOW INDICATOR.**

Patented April 17, 1900.

Some of the line companies using our
distributors in large numbers:

Nye & Schneider Co.
Trans-Mississippi Grain Co.
Crowell Lumber & Grain Co.
Udlike Grain Co.
St. Anthony & Dakota Elevator Co.
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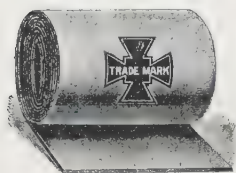
Send for
booklet to **Hall Distributor Co.,**

222 First National Bank Bldg., OMAHA, NEB.

**Absolutely
Prevents...**

Mixing grain
during process
of distribution
between turn
spout and bins.

**Automatically
Notifies Oper-
ator when Bin
is full.**

**Conveyor and Elevator
BELTS**

WE HAVE TAKEN SOME OF THE
LARGEST CONTRACTS IN
THE COUNTRY.

WRITE FOR PRICES . . .

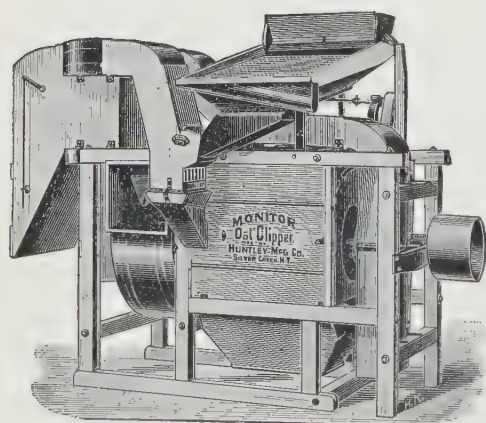
GUTTA PERCHA & RUBBER MFG. CO. 96 & 98 Lake St., Chicago.**MONITOR MACHINES** STANDARD
THE WORLD OVER.

Barley, Corn, Flax
Cleaners.

**OAT CLIPPERS,
GRAIN CLEANERS.**

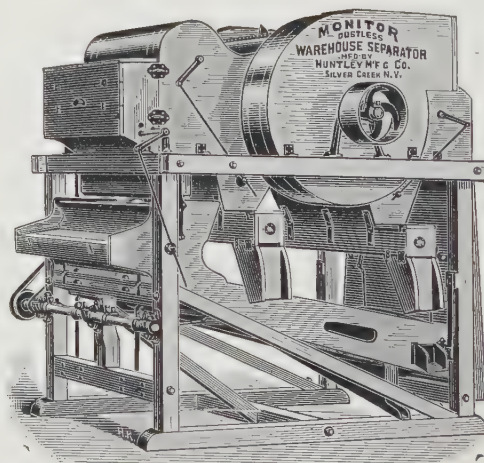
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Write for Full Information, Circulars, Etc.



**HUNTLEY
MFG. CO.,**

Sole Manufacturers,

SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.
NORMAN H. CAMP, Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., MAY 10, 1900.

Traders should keep in mind the new rule governing deliveries on the Chicago Board of Trade.

Grain dealers in spring wheat districts have another opportunity to fight against the use of smutty wheat for seed.

How much freight did you pay on dirt in the grain you shipped last year? When you have correctly determined the loss, let us hear from you.

The soy bean is gaining a popularity in the West which bids fair to give alfalfa and other feed stuffs a race for their standing with feeders.

Leaks must be expected when the cooping and loading of cars is intrusted to boys. With them any old sieve bot-tomed wreck will pass for a car.

Readers will confer a great favor upon ourselves and an interior shipper by giving us their opinions on the query regarding the loading of cars published in this number.

Our friends would confer a great favor by sending us reports of the acreage and condition of growing crops of their section. It is matter in which all are vitally interested.

The annual meeting of the Ohio Grain Dealers Association will probably be held at Star Island, Mich., the third week of June. It is intended to have more of a business meeting this year than heretofore.

A hopper scale is better suited for shipping purposes than all other scales combined. It gives the shipper the correct weight of the grain placed in each car and if properly supported, seldom gets out of order.

It will be gratifying to corn buyers, especially of Indiana, to know that carefully conducted experiments made recently have shown that a crib full of corn shrunk more than 20 per cent in one year. The state which attempts to legis-

late value into corn makes a big mistake and the buyers who tolerate such unfair regulation of their business are sure to come to grief.

Encourage your farmer friends to use good seed corn, then they will not find it necessary to replant and will avoid losses sustained by many of them last year, due to the corn being caught by frost before maturity.

It is distressing to know that several agents of line houses have recently been tried for embezzlement of funds entrusted to their care. However the strain is considerably relieved by reports of acquittal in most of the trials.

The fact that some grain transfer elevator men get enuf scoop shovels from cars unloaded to obviate the necessity of their buying any shovels to do their own work, does not speak well of the care taken by country shippers in loading their cars.

Be slow to credit stories told you by farmers which are disposed to prompt you to pay more for grain than you can afford. Consult your competitor and in nine cases out of ten you will find he is not paying more than is warranted by the market.

Country grain dealers who have more cobs than they know what to do with might profit by putting in an electric light plant and thereby keep their steam plant in use by night as well as during the day. Few country towns require lights after midnight.

The irregular grain shipper is finding it more and more difficult to get anyone to handle his business. The irregulars are becoming so scarce that those who handle their consignments can hardly expect to receive more than one car a month from all quarters.

When buying your gas engine, bear in mind that the price of gasoline was doubled during the last year. That engine which is most economical in its consumption of gasoline will prove the cheapest in the long run regardless of what the first cost may be.

The prediction of a large corn acreage comes from the corn surplus states, while Indiana and Ohio are increasing the estimated acreage of oats each time a report is made. The winter wheat states west of the Mississippi are leading the enthusiasts with their reports of large acreage, perfect condition and estimates of a bumper crop.

When painting your elevator this spring do not overlook the fact that the cost of applying it is invariably more than one-half the cost of the job. Good paint will protect the corrugated iron siding and tin roofing for years, while cheap

substitutes, of which there are many on the market, will do well if they stick to the elevator for six months.

The Iowa dealer who had made arrangements to have his bank cash his grain tickets without the use of internal revenue stamps got into trouble by using the tickets for payment of other than bills for grain. The ruling of the internal revenue commissioner was very explicit. The privilege was not extended to anything except tickets issued for grain and cotton.

It is gratifying to know that the buying of grain by the barrel and bushel of various weights is gradually being discontinued. As the country dealers become better posted, they adopt more of the methods and practices of central markets. Uniformity in the matter of units of measure is a thing greatly to be desired. The sooner the trade adopts the Metric System in its entirety, the sooner will it profit by the experiences of the rest of the world.

Several of the Western Associations have recently taken a very proper stand against firms listing only part of their houses with the association for taxation. The cost for additional houses is not great and every line house should be sufficiently interested in the success of its association, to list its houses and gladly pay the fees assessed. It places them on an equality with the members having one house. They readily acknowledge that it would not be fair to list one house and obtain protection for fifty, yet they had seemed unwilling to list all their houses. The associations need all the support that is due and more.

It is indeed gratifying to find a railroad man now and then who will not permit cars to be used for warehouse purposes by scoop shovel shippers to the detriment of men who have invested their capital in providing a depot for bulk grain on the railroad grounds. This insures the prompt loading of cars and will enable the railroad companies to give better service to the general shipping public. If all the grain carriers would take the same stand in this matter as has been taken by the C. B. & Q. and the U. P. Railroads, country elevator men and railroads would not suffer longer at the hands of scoop shovel shippers.

The grain dealers of Kansas are heartily in favor of a rental for the country elevator man who builds a grain store house on railroad grounds and keeps his depot open the year round for the receipt of shipment of grain in bulk. The railroads furnish a depot for package freight and men to handle it. They also furnish yards for live stock. No reason has ever been advanced why they should not be required to furnish depots for receiving and

loading bulk grain into cars. If all the associations were to work for a rental, the railroads would be much more likely to grant it. Some give it now and then, in fact, it has been extended to a few shippers during late years in the form of what is known as an equalization fee.

Those who ship grain to Kansas City should be prompted by the report of the Kansas Association's Supervisor of Weights in that market to be more careful in cooping cars. The leaks reported by the supervisor's assistants during 1899, included 2,398 leaks at grain door, 1,140 at draw head, 1,379 by reason of loose siding and 222 by defective floor. Grain was running over the doors of 115 cars and 97 cars were leaking about the king bolt. Sixty-eight cars were unfit to load with bulk grain, and 20 were practically wrecked, yet shippers did not hesitate to load them with their grain. If shippers have not time to inspect the cooping of the cars themselves, they should make certain that the work is entrusted to a competent, conscientious man who can be depended upon to take every precaution to prevent the grain leaking out of the car in transit. Unless cars are well coopered, they cannot be expected to deliver all the grain put into them at destination.

The Congressmen who are now perversely misrepresenting the people in Washington, obstinately refuse to make any reduction in the war taxes. Their inaction is due no doubt to the fact that they do not comprehend the growing demand for repeal of the war revenue act of June 13, 1898, and the enactment of a law providing for a revenue more in keeping with the present needs of the government. The Secretary of the Treasury is credited with stating officially that the present law will result in the government having a surplus over all expenditures of at least, \$70,000,000. The continuance of the war taxes, especially upon the grain dealers of the country who have from the start borne more than their share of the burden, is unnecessary and unjust, and there is no reason whatever why Congress should hesitate for a minute to get to work and draft a new law in keeping with the present needs. If the grain dealers in all parts of the country would take up the matter with their Congressmen, they might look for relief from some of the taxes they are paying to defray the expenses of the government with our war with Spain, which is now a matter of ancient history.

The exports of rice and rice meal for the nine months ending with April 1, as reported by O. P. Austin, chief of the Bureau of Statistics, were 28,531,000 pounds, against 12,678,000 and 4,523,000 pounds during the corresponding nine months ending April 1, 1899, and 1898.

CLIPPINGS.

Lady Sarah Wilson telegraphed the London Mail recently from Mafeking: Our bread is now made entirely of oats and is full of husks, which causes a good deal of illness.

Broom corn, its varieties, planting, cultivation, harvesting and curing, are considered in Circular No. 28 of the Department of Agriculture, by A. C. True, director of Experiment Stations.

That bucket shops are almost as numerous as weeds, appears from the reports of several thousand correspondents of C. A. King & Co. While most of the small villages have none, 743 places report one and 64 several.

Rembrandt's first private studio was a wheat bin in his father's old mill. It had one little window eight feet from the ground, which allowed the rays of light to enter in a stream. Thus he was enabled to study effects light and shade for which his pictures are so famous.

Prince von Hohenlohe is said to have forbidden the North German Lloyd steamship company to make further importations of and to land in German, Dutch, or Belgian ports freshly slaughtered meats, butter, dairy produce, or cereals, as directly competing with German agriculture.

Our exports of oil cake for the nine months ending with March 31, as reported by O. P. Austin, chief of the Bureau of Statistics, amounted to 1,322,695,000 pounds; against 1,273,936,000 and 1,057,266,000 pounds for the corresponding periods of 1899 ending with March 31, 1899, and 1898.

E. W. Burdick, May 3: A year ago we wondered at the continuation week after week of large receipts in the Northwest, and "will they never let up" was a common expression. And yet car lot receipts in the Northwest have been larger than a year ago nearly every week since the beginning of the year. From no point of view can we see anything particularly encouraging for a wheat bull.

AN ABSENT-MINDED BEGGAR.

Uncle Sam—Secretary Gage writes that my surplus for the year will probably be \$70,000,000, but I want to make it a \$100,000,000 at least. Throw in something.

Grain Dealer—You old beggar, we have thrown in more than our share already. Why don't you give grain dealers a rest? What do you want with so many millions in excess of your expenditures? When my Congressman comes home, I will give him a run for his office.—With apologies to the Record.



ASKED AND ANSWERED

CAR LOADED UNDER MINIMUM.
WHO PAYS LOSS?

Grain Dealers Journal: We ask the opinion of the readers of the Journal on the following: In November and December, 1899, a broker purchased a number of cars of corn at a certain price f. o. b. track, from a country dealer. Shipping instructions were given to load cars 600 to 650 bushels and to make shipment promptly. Shipment of several of these cars was not made until in January, 1900, which was satisfactory to the buyer. In the meantime the railroad adopted a ruling that the minimum weight of a car of corn must be 40,000 pounds. There were no further instructions given as to how to load the cars than first given. The shipper loaded out the remaining cars due the broker, to 600 bushels each, or 33,600 pounds, and they were billed out and signed up accordingly by the local agent. The railroad set up the weight while in transit to 40,000 pounds, which it had a right to collect, as the ruling and the capacity of the car bore them out in this. We desire to know who is the loser in this, the broker or the grain dealer? T. & C. Co.

DO NOT RECEIVE CHICAGO MAIL
SOON ENUF.

Grain Dealers Journal: We desire some information regarding the time of making up, routing and distributing of Chicago mail destined for points along the main line of the Illinois Central thru Iowa. We do not get our Chicago mail at our town in Hamilton County, central Iowa, until 11 a. m. the following day, altho the Illinois Central has a fast mail train leaving Chicago at 5:15 p. m., and arriving here at 2:40 a. m.

As we understand it, our mail is sent out over the C. & N.-W. R. R., and dropped off at junction points. Connecting lines pick up and again drop off at junction point of Illinois Central. It has seemed to us, as to others along this line, that most of our Chicago correspondence, papers and market bulletins could be sent out from that city over the Illinois Central in the evening and reaching us at 2:40 a. m., be here for distribution in the morning, thus giving us the previous day's mail, markets, etc., to start in the day's business with. Vorhes Bros., Williams, Iowa.

Ans.—This same matter comes up continually from the daily papers and those firms who have grain and market quotations to mail in the afternoon which would be in time for this Chicago, Irene and Dubuque Train No. 1.

Under present time cards there is nothing better that can be done. This No. 1 train on the Illinois Central is not a mail train and does not carry mail out of Chicago. At Freeport, Ill., it picks up the mail car which left Chicago at 3:00 p. m. In order to make this connection it will be necessary for Chicago correspondents to have their mail at the post office not later than 2:15 p. m. This is the best that can be done at present. J. A. Montgomery, Superintendent of Mails, Chicago, Ill.

Queen Wilhelmina of Holland has a miniature farm, the products of which go to assist in relieving the poor.

LETTERS FROM THE TRADE

WHEAT IS DETERIORATING.

Grain Dealers Journal: We are fully aware that our winter wheat has not properly matured for some years, nor this year. Will it the next? The causes are many and cannot be discussed at length.

I would advise that grain dealers counsel with the farmers. Impress on them the extreme necessity of rotating and building up their ground. The ground has been robbed, for years of elements, thru constant wheat sowing, that will have to be replenished. The foundation of the ground as well as the wheat is gone. No doubt many may say, if you sow good wheat on good ground you ought to reap well. But that is not all. The wheat and the ground both have to be built up. I believe such can be done; and it ought to be done systematically and carefully. It is a great study for farmers, and the warning ought to be heeded. It is very important now that grain dealers and farmers work together in this great work.

The question of strength in winter wheat and the superiority over other wheats has not been questioned until the past few years, and it would be a great pity to let this wonderful plant go beyond resurrection. F. W. Doeblner, Carthage, Mo.

FARMERS ENTERING THE GRAIN BUSINESS.

Grain Dealers Journal: I wish to call attention to efforts being made by agitators to induce Illinois farmers to waste their money in ventures in the grain business. No doubt if they go into the business as contemplated other elevators will be advertised in the for sale columns of the Grain Dealers Journal next year. They will buy some experience hunting profits in the grain business at top market price, and thereafter will be more content to accept what the regular grain buyer can afford to pay for their grain.

I clip the following from different county newspapers:

The farmers of Douglas County are going into the grain business for themselves. The call of the chairman for a meeting to organize reads: "This will be a meeting composed of farmers and for the purpose of organizing a grain company, to ship our own grain, buy our own coal and to transact such other business as the farmers may see fit. In this way we can save the profits of the middlemen, who are now getting all the advantages off the higher prices in the market centers. The grain buyers have organized and all pay the same, regardless of the market changes in the cities."

The Rantoul Press says the farmers of that vicinity are talking of organizing for the same purpose. This is all right for our astute farmer friends, only they stop short of their full duty and privilege when they quit with the grain dealers. They should organize to cut off the implement dealers, twine dealers, grocers, clothiers, dry goods, crockery stores, druggists, doctors, arrange to kill all the lawyers and roast all the politicians over a slow fire. After our granger friends accomplish all this and sack or burn all the cities and villages they should tear up all the railroads, pull down all the telegraph poles and then get ready to have a good time all by themselves. Seriously, however, there are but few farmers who do not know better than to attribute their troubles to causes other than those traceable to the middlemen. Competition has driven them to pay nearly the same prices for grain, for they are all compelled to pay all they can get for it with the price of handling added. If the farmers desire to inaugurate a movement for their own betterment they must look beyond the middlemen.

When so many elevators are offered for sale and none of the country dealers mak-

ing more than a living—many not that much—it would seem that the farmers would recognize the folly of going into the grain business.—Central Illinois.

EFFECT OF SALT WATER ON GRAIN DEALERS.

Grain Dealers Journal: It is queer how "salt water" affects some grain dealers. In December, 1898, the Texas Grain Dealers' Association visited Galveston in a body and returned home fully satisfied, that the cause of much of the shortage, of which they had complained so loudly, was located nearer home than "salt water."

In March, 1900, the Kansas Grain Dealers' Association visited Galveston, in a body and as soon as they returned home, they commenced writing poetry and setting it to music. "Goodbye, my lover, goodbye," as is evidenced by the following:

The vestibule train came round the bend,
Goodbye, my lover, goodbye,
All loaded down with Kansas men,
Goodbye, my lover, goodbye.

CHORUS.

By, baby, by-o,
By, baby, by-o,
By, baby, by-o,
Goodbye, my lover, goodbye.

We're going to the Gulf to sell our wheat,
Goodbye, my lover, goodbye,
The Santa Fe we'll fairly treat,
Goodbye, my lover, goodbye.

Chorus—By, baby, by-o, etc.

Texas is a mighty state,
Goodbye, my lover, goodbye,
And if she'll give us an easy rate,
Goodbye, my lover, goodbye.

Chorus—By, baby, by-o, etc.

We'll ship our wheat and corn and oats,
Goodbye, my lover, goodbye,
And load them into export boats,
Goodbye, my lover, goodbye.

Chorus—By, baby, by-o, etc.

We'll give many a "V" to the Santa Fe,
Goodbye, my lover, goodbye,
And that will mean wealth to you and me,
Goodbye, my lover, goodbye.

Chorus—By, baby, by-o, etc.

At some future time when we get rich,
Goodbye, my lover, goodbye,
We'll come again and see how you're fixed,
Goodbye, my lover, goodbye.

Chorus—By, baby, by-o, etc.

(Words by H. J. Lane, Blue Rapids, Kan.
Music, by J. H. Ward, Hays City.)

The next time the Kansas dealers come this way we hope they will agree to ship all their grain to Galveston.—Texas Dealer.

ENEMIES MADE FRIENDS.

Grain Dealers Journal: Several years ago at one of our places we had a very hard and, as we thought, unreasonable competitor. He had formerly been in our employ, and for his wildness in buying had been let out. He then went to buying for himself, not for the purpose of making money, but for the purpose of avenging his wrongs, as he thought.

We had placed another man at that place, who had the splendid faculty of buying grain when there was something in it, and of letting the glory man have it when it was likely to be a loss.

Our competitor, by his careless buying, lost quite heavily and became very angry and had many hard things to say about the firm and our man. Our man also be-

came very angry, so that there was no intercourse between the two.

I appointed a meeting at the bank and requested our competitor to meet me there. He was on hand. I told him that personally I had always felt friendly toward him, and did not want him to ruin himself and hurt us, as he was then doing. I told him, further, that I wanted him to have a fair share of the grain, and that we wanted he should let us have our share. He said that he was willing to do anything with me; but that he would never have anything to do with our man. I told him that if they could not agree about grain certainly both could be gentlemen.

I then went to our man, and told him not to try to talk to the other about grain at that time; but let that be an after consideration; and that I wanted him to speak kindly to the other man when he met him. He said he would do so to please me.

A few days later they met, and after eyeing each other for a while, our man said "Good morning," and the other replied with the same salutation. Three days later they were not only saying "Good morning," but "Good evening," and within a week they were calling each other good fellows. Then the grain matters were all adjusted.

Later we bot the other party out and he went into other business. Our man was one of his best friends and a good customer.—Illinois Dealer.

TAKES EXCEPTION TO MR. GRAHAM'S REMARKS ON DRYING GRAIN.

Grain Dealers Journal: I beg to take exception to the statement made by Mr. G. L. Graham of St. Louis at the Nebraska Dealers' meeting April 11th, noticed in the last issue of your excellent journal. Not to the whole of his paper, which contains much useful and interesting information, but to that section of it which indicates a conviction on Mr. Graham's part that grain driers are an imposition on the public, and that quick drying of grain is not successful nor practicable.

I know now what system of drying the gentleman has in mind, but I am sure he cannot have had intimate knowledge of the very practical and effective machines now in use in the large terminal elevators here and elsewhere.

I have dried hundreds of thousands of bushels of grain, and I never yet saw any of it colored or blackened, or seared or coagulated or in any way injuriously affected by the process. I have dried wheat at 190 degrees of heat, and have then sprouted 94 per cent. of it.

As to cooling grain after drying: Mr. Graham asks why dry grain must be cooled. He states that No. 2 grain contains 12 to 16 per cent. moisture. Therefore it is not dry.

Suppose we take No. 4 corn, with 16 to 20 per cent. moisture. The object of our drying is to remove simply the excess above 12 per cent., to make No. 2 corn.

If we shrink it more than that, we are foolish, for the extra shrinkage is clear loss, which no grain owner could stand. We have then, our No. 2 corn containing 12 per cent. moisture, and this grain is warm. If put into a bin in such condition it would be ruined in 24 hours. So would corn two years old, if warmed up and then put in bins or cars. Hence we cool it—and cool it we must. Were it dried to a condition not requiring cooling it would

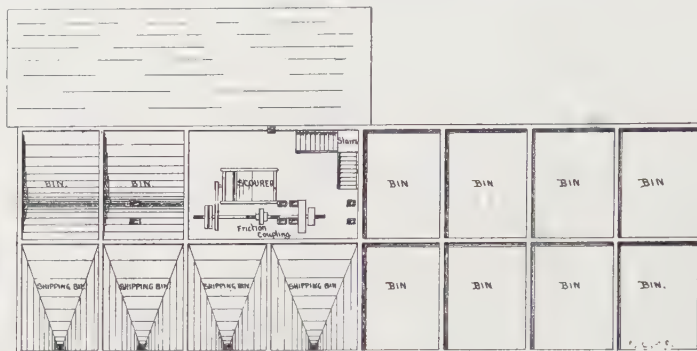
grind to meal in transferring, to say nothing of a loss of 12 per cent. in weight. The object in drying grain is to raise its grade with as little loss as possible in weight, and never to remove all the moisture that can be removed. Grain dried to No. 2 condition, and cooled, is shipped

thousands of dollars in drying plants, without knowing that the system may be relied upon. And grain importers on the other side are not asking for artificially dried grain and paying an extra price for it, without knowing from experience that the value is there.

clutch is provided for the purpose of disengaging the cleaners while still operating the elevator and conveyors for receiving or delivering. A large hopper scale might be introduced and placed in the space occupied by one of the smaller bins, or a small hopper scale could be



First Floor of Small Elevator.



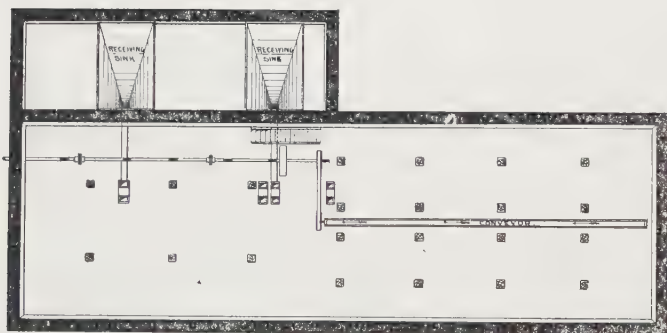
Second Floor of Small Elevator.

safely to the ends of the earth. It can be stored indefinitely.

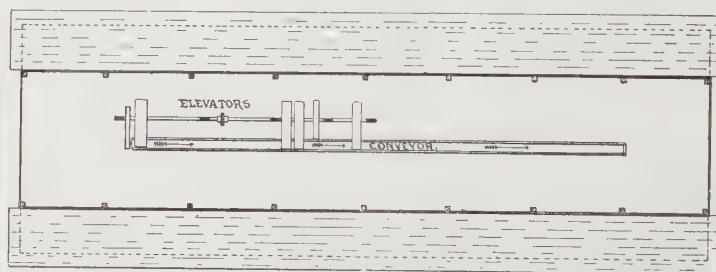
There is no experiment about it. There is no secret in it. It is done every day

The grain drier is an established factor in the grain trade, and has come to stay. Respectfully, Geo. H. Hess, Jr., Chicago, Ill.

placed on the main floor. The walls of the passageway are constructed by placing the studding on edge; and the hopping also can be laid on edge.



Basement of Small Elevator.



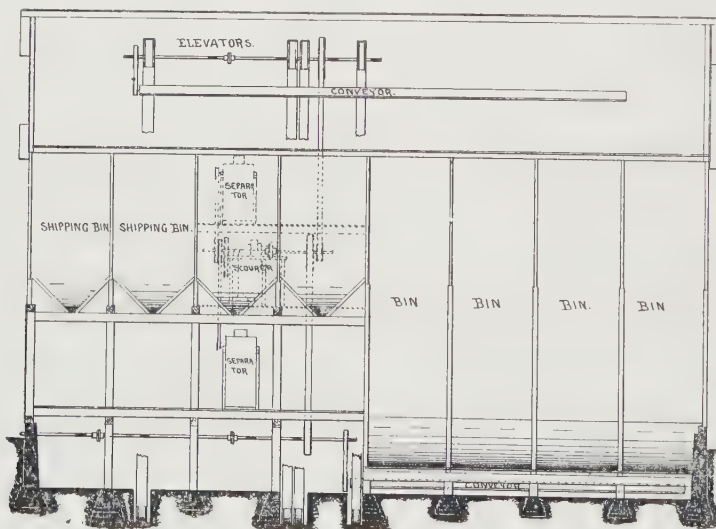
Attic of Small Elevator.

on a large scale here, when the market requires it, and if Mr. Graham will grant me the privilege when he comes to Chi-

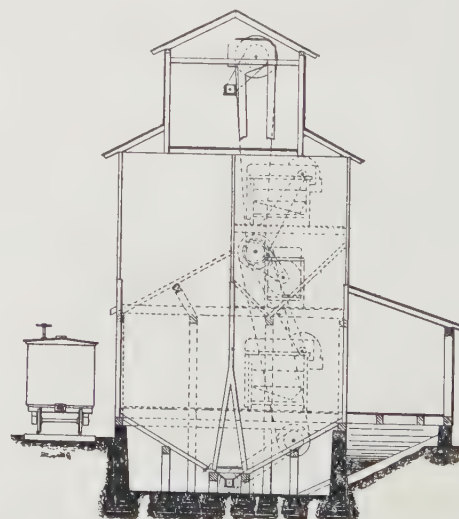
PLAN OF SMALL ELEVATOR.

In the drawing given herewith is represented an elevator which can be adapted

By having the machines located as shown they can be reached quickly from the main working floor. The connecting



Side Elevation of Small Elevator.



End Elevation of Small Elevator.

cago, I will take pleasure in showing him the driers at work—and satisfy him that the objections he has raised are not applicable to the process, when properly carried out in a modern apparatus.

Elevator veterans like Armour, Weare, Richardson and others are not investing

easily to the handling of different kinds of grain. Extreme height is avoided; but good storage capacity obtained by running the bins the full height of the building. The crib work is composed of 2 x 6 and 2 x 4 studding. The cleaning machinery is centrally located, and a friction

machinery is reduced to a very small amount.

The latest idea of the French Chamber of Deputies is to raise the duty on corn and devote the proceeds as bounty to the French distillers.

NEW ORLEANS BOARD OF TRADE.

The New Orleans Board of Trade is not headquarters for all the grain dealers of the Crescent City, altho it has charge of the grain inspection department and makes rules governing the city's grain trade. So many members of the trade have offices in and near the Cotton Exchange, that the office of Chief Grain Inspector R. McMillan has been moved to rooms in that exchange, altho the Cotton Exchange has nothing to do with the grain trade.

In 1880 the grain, hay, rice, flour, cottonseed and coffee dealers of the city organized the New Orleans Produce Exchange. Nine years later it was succeeded by the New Orleans Board of Trade, Limited, and continued under this name. The transactions on the Board are confined to cash deals, and principally in rice, but the Board's membership of over 350 includes various lines. The sample ta-

bles about the room are heavy hulling tables for removing hulls from samples. The tops of the tables, which are made of two-inch planks, and 36x36 inches, are covered with heavy wire upon which the rice is spread and rubbed with a brick. When the hulls are loosened they are blown out.

Continuous market reports are received from the leading exchanges in the different lines of trade and promptly posted on large blackboards.

The Board of Trade started dealing in rice futures in 1888, but after a short trial was discontinued as impracticable. Since then the members of the trade have been content to confine their business to spot grain.

RICE TRADE OF NEW ORLEANS.

New Orleans is the recognized center of the rice trade of the United States and no one will oppose its claim to its stand-

The receipts of rice and clean rice at New Orleans for the crop year of 1877 and since are shown in the following table:

	Rough Rice, Clean Rice,	
	Sacks.	Barrels.
77-8	233,707	16,682
78-9	279,611	21,045
79-80	182,999	11,152
80-1	445,397	29,812
81-2	435,692	39,390
82-3	392,750	37,736
83-4	459,559	41,055
84-5	333,693	32,333
85-6	889,212	57,983
86-7	838,476	48,566
87-8	626,811	23,263
88-9	737,075	29,227
89-90	777,742	7,441
90-91	892,374	4,115
91-2	947,634	5,640
92-3	1,777,429	6,471
93-4	827,688	6,278
94-5	704,745	1,650
95-6	1,164,429	7,592
96-7	377,400	9,782
97-8	470,924	8,081
98-9	684,827	12,493

Receipts of rice at New Orleans during the eight months ending April 1, 1900, include 850,747 sacks of rough rice and 11,409 barrels of clean rice, against 670,528 sacks of rough rice and 4,992 barrels clean rice for the same period of the preceding crop year.

The rice trade of the Crescent City is conducted mostly in the Board of Trade, which makes rules for regulating the city's rice trade. Emile Dupre, Chairman of the Board's Rice Committee and a pioneer in the trade, having been in the business since 1858, says that "About 150 firms are engaged in the rice business in the city. This includes millers, brokers, receivers and dealers. The city's 12 rice mills have an annual capacity of about three million sacks, the capacity of the different mills ranging from 500 to 3,000 sacks per day."

Mr. Dupre was the originator of the plan to classify rice by grades and to conduct the business by grades rather than by sample. Some members of the trade are conducting part of their business by grades. The National Milling Co., which has the largest plant in New Orleans and in fact in the country, uses five grades to facilitate the classification of rice and promote trade. Mr. Dupre says: "All rice is sold on its merits and by sample, but there are buyers who grade carefully enough, so that we can sell their shipments by sample. I have sold thousands of sacks by grade alone without looking at the rice. The shipper had a duplicate set of our samples by which he graded his rice."

The only attempt to handle rice in large quantities in bulk was by the National Milling Co., which erected an elevator in New Orleans for this purpose. The plant is still used to some extent, but the storing of rice in large bins like wheat, corn, oats and other grains has not yet been brot about.

Some of the members of the rice trade seem to be prejudiced regarding the classification of rice into different grades and its adoption by the trade. It would seem, however, as the trade becomes more extensive and the city's receipts increase, it will be necessary to adopt rules for the classification of grain and sell by grade rather than by sample. The business will be almost too large to handle otherwise. Not only is the acreage devoted to rice culture rapidly increasing, but the milling capacity outside of New Orleans is also increasing. In Texas and Louisiana



New Orleans Board of Trade.

bles are occupied almost exclusively by rice samples. Now and then some flour is shown, but no grain other than rice.

The present president of the Board, Udolpho Wolfe, is of a firm of manufacturers' agents; the first vice president, J. Hy. Lafaye, is a merchandise broker; the second vice president, John Fenndly, is of the grain exporting firm of Hall & Robinson, and the third vice president, Henry Kahn, is of the National Rice Milling Co. Hy. H. Smith has served the Board as secretary and treasurer since 1891.

The Board's trading room, which is large, bright and airy, is almost given up to sample tables, as is shown by engraving given herewith. Each of the large sacks on the different tables contain a sample of about five pounds of rough rice, as it arrives from the growers. If the shipment is large one or two samples are taken and displayed. Each sack stands upon a sheet of heavy manila paper, and upon this paper, in front of each sack, is placed about two pounds of the sack's contents. Underneath each sheet is a sample of the same rice hulled. At different points

ing in the trade. With rice fields all about it and growing more numerous each year, it seems certain that the rice trade of the city has not near reached its growth. About 25 per cent of the rice received in New Orleans arrives by water, this being shipped by planters; the balance of the grain is received by rail from dealers at country stations. The business is conducted entirely by sample. The rice buyers at the country stations make trips among the growers and buy the rice after examining it or confirm the quality of the sample submitted by the grower previously.

Most of the grain received is rough rice, being shipped in heavy sacks of 185 pounds. All rice is sold on a basis of 162 pounds of rough rice which is expected to make 100 pounds of clean rice.

Louisiana did not begin growing rice on an extensive scale until 1865-6, altho its first mill was erected in 1858. From that time until the present the trade has continued to grow, the largest crop being raised in 1892. The crop of 1899 of Louisiana amounted to over two million sacks.

outside of the Crescent City there are now twenty-one mills in operation and the prospects are that eight more will be built before the harvesting of the new crop. In addition to the two reported to be built at Houston, and one at Beaumont, Tex., one will be built at Welsh, La., one at Jennings, one at Crowley, one at Abbeyville and one at Turner's Canal.

The rice mills are using much of the machinery used by them a quarter of a century ago. The millers seem slow to work out improvements. Emile Dupre, who introduced the first threshing machine in the Louisiana rice fields for threshing rice, says, "There has been not a single improvement in the methods of polishing rice in the last forty-one years. The millers are still using sheep skin for this work. They have found nothing better."

The milling process consists principally in the loosening of the hull, removing it from the grain and polishing the grain. Some of the machines used break so many of the grains as to greatly reduce the quality of the grain milled. The expense of polishing by the old-time method is great enuf to prompt the ordinary Yankee to invent a cheaper and better method if he did nothing else the rest of his life.

For many years the clean rice was sold by the mills to dealers, who supplied northern and western jobbers, and in fact the mills of the Crescent City still continue to supply the trade thru this channel; but the country mills are shipping direct to jobbers in the North and West, thereby saving the broker's profit and being able to undersell the New Orleans mills without any diminution of profits.

TORNADO INSURANCE.

Now that the spring zephyrs which are accustomed each season to gather up unprotected property into the coils of their funnels are again with us, the timorous ones are uncovering their cyclone cellars.

It will interest especially the grain dealers of Iowa to know that they can now obtain insurance against losses due to this cause, the Grain Shippers Mutual Fire Insurance Association of Ida Grove, Ia., having recently extended its business to this hazard. Its by-laws now provide as follows:

Section 20—Tornado Insurance.

This association will insure its members against loss or damage by Tornado, Cyclone or Windstorm on their property. But not more than three-fourths of its cash value, nor more than \$2,000.00 shall be insured on any building and contents, nor more than \$10,000.00 in any one block in cities or towns, nor more than \$5,000.00 within a radius of one quarter mile in the country, and in no case shall more than the amount insured, or the cash value be paid.

Section 21—Fees for Tornado Insurance.

The fees for Tornado, Cyclone and Windstorm insurance shall be for membership, \$1.00, for Policy and Survey fee, \$1.00, and a contingent fee of one-half the rate. Policies may be written for any period not exceeding five years, and the contingent fee shall be paid annually. No insurance shall take effect until the fees are paid. Members having fire insurance policies in this association, will not be required to pay membership fee on Tornado Policies.

A gasoline engine will stand an overload in the summer under which it will lay down in the winter. An engine which will pull 11½ horse power in the summer will pull not over 10¾ horse power in winter. The gasoline supplied in the winter time has less carbon in it than that supplied in the summer time and consequently less energy.—W. O. Pratt, Omaha.

THE SUPPLY TRADE

The Jackson Corn & Feed Mill Co., of Minneapolis, Minn., has changed its firm name to the Jackson Mfg. Co.

A. H. McDonald, who formerly conducted his gasoline engine business at 60 So. Canal St., Chicago, on May 1, moved to new quarters at 49 West Lake St.



John C. Fears, New Orleans.

The Barnard & Leas Mfg. Co., Moline, Ill., has recently engaged William Ebert to represent them in Kentucky and Tennessee. His headquarters will be 2246 Baxter avenue, Louisville, Ky.

The F. R. McMullin Mfg. Co., Chicago, Ill., manufacturers of gas and gasoline engines, has moved its offices from 70 W. Jackson Boulevard to Suite 404 Royal Insurance Bldg. The factory has been moved to Carroll Ave., near Ashland Ave.

J. R. Martin, of Allenville, Ill., who recently secured an interest in the Ideal Car Loader Co., of Sullivan, Ill., will move to Sullivan. The company will start a factory and manufacture the Ideal Car Loader on a much larger scale than heretofore.

We have received a copy of the new illustrated catalog and price list of The Invincible Grain Cleaner Co., Silver Creek, N. Y., which contains 125 pages of illustrated and descriptive matter regarding the many machines manufactured by this company. The catalog is divided into six sections and is well indexed.

J. R. Detweiler, the Chicago agent for the White & Middleton Gas Engine Co., has associated himself with the Chicago Boiler Cleaner Co., and opened new offices at 321 Dearborn St. The company will handle water filters, oil filters, machine supplies and the White & Middleton Gas and Gasoline Engines.

A wheelbarrow may be an excellent thing, but it won't push itself. It's the same with trade. Put the laborer behind the barrow, the advertiser behind the business if you desire progress.

When advertising try to interest the people you are reaching after. Word your advertisement so as to bring an inquiry. This is only part of the battle. It then remains for you to follow up this inquiry, interest your prospective customer in what you have to sell, and then make your sale. When you have done this, you have learned the secret to success.—Printer's Ink.

JOHN C. FEARS.

All persons interested in the growth of New Orleans' grain trade seem to appreciate the necessity of carefully guarding the interests of country shippers and foreign buyers. They are striving to make the market an attractive one by fair and upright dealing. Even the railroads terminating there are exerting themselves to make the Crescent City a greater grain port. Modern elevators have been erected and equipped with every known appliance for improving grain and putting it in prime condition for export. Grain for export is stored the first 15 days free. In case the cars are wrecked, the roofs leak, or whenever the Illinois Central Railroad company is to blame for the grain missing grade, the grain is put in condition without expense to shipper.

No grain grading below No. 3 is admitted to the export elevators. All inferior grain must be sent to Elevator C, which is equipped with Metcalf Driers and other machinery for improving inferior grain.

The charge for drying No. 4 corn is one cent per bushel, the owner standing the loss in weight due to drying which runs from 2 to 10 per cent, depending upon the amount of moisture the corn contains. The charge for raising No. Grade corn to No. 2 or better is 2 cents per bushel.

The Central Elevator & Warehouse Co., which owns Elevators A, B, C and D, is interested only in the growth of the city's grain trade, is particularly fortunate in having a man in charge of its interests whose long experience in the business has thoroly fitted him for the difficult position. A man of mature years, careful, progressive and fairly disposed, he does his full duty as protector of the interests of those using that market. His enterprise is responsible for the adoption of every safeguard against the grain's deterioration and many facilities for carefully handling and improving it. His company is interested not in any trifling revenue it may receive from storage, but in the freight for transporting it.

John C. Fears, superintendent of elevators for the Central Elevator & Warehouse Co., was for years connected with the elevators of St. Louis. A man above suspicion and one who fully appreciates that fair treatment for all is necessary to the upbuilding of the city's grain trade. No grain dealer gains his acquaintance without respecting him. He is cordial and warm-hearted, quick to act and firm and has an ever increasing acquaintance in the trade.

Our engraving shows Mr. Fears at his desk in his new office, Stuyvesant Docks.

H. H. Kapke, St. Mary's, O., April 24: Clover looks bad; but timothy well.

BOOKS RECEIVED.

THE LITTLE RED BOOK is the title of a vest pocket booklet of 90 pages which contains a list of owners, captains and engineers of about 2,000 vessels of the great lakes for the season of 1900. It is published by the Marine Review Publishing Co., Cleveland, Ohio, Price \$1.

CEREALS is the name of a new monthly magazine welcomed to our exchange table, which is devoted to the interests of manufacturers of cereal food products. Its 16 pages, which are $6\frac{7}{8}$ x $9\frac{3}{4}$ inches, are made very attractive by the deft use of red, white and black. Cereals is published by the Cereals Pub-

year ending March 1, 1900, with comparisons for a number of years. Charles B. Murray, editor of the Cincinnati Price Current, is the compiler. Price 25 cents.

THE COMMISSION MAN'S REMUNERATION is the title of booklet No. 2 on Grain Trade Talks by Edward G. Herman of Ware & Leland, Chicago. This booklet tells in a clear, concise way, why the terminal commission man is entitled to proper remuneration for the service he renders the shipper. It explains why the Chicago Board of Trade passed the rules establishing a fair standard rate of commissions. It also gives some extracts from the new rules. This booklet reflects a new light on the subject and

FORAGE AND FODDERS is the title of the report of the Kansas State Board of Agriculture for the quarter ending with March, 1900. This report is devoted to a discussion of the production, uses and values of various pasture and fodder plants, especially those found best suited to the purposes of Kansas farmers and stock growers. The report also contains the papers, addresses and discussions at the board's twenty-ninth annual meeting, which was held January 10-12, 1900. This report shows much careful study and hard work. Secretary F. D. Coburn is entitled to much credit for the exhaustive report.



Opening Day at Stuyvesant Docks, New Orleans, La.

lishing Co., Milwaukee, Wis. Subscription price, \$1 per year.

THE BROOM CORN TRADE DIRECTORY AND GROWERS' GUIDE is the title of a hundred page pamphlet which treats of the successful operations in Broom Corn from the seed to the finished broom. It also contains a directory of growers, supply dealers, manufacturers and commission merchants. It is published by A. B. Kathamier, Farmington, N. Y. Price 50 cents.

THE STATISTICAL ANNUAL FOR 1900 as published by the Cincinnati Price Current, Cincinnati, O., has been issued under the date of May 3, 1900. It contains statistics regarding grain, provisions, live stock, crops, etc., for the

surely every country shipper will profit by reading it. Copies will be sent upon request.

THE TWENTY-NINTH ANNUAL REPORT of the Railroad and Warehouse Commission of Illinois, which is for the year of 1899, contains much valuable information, to all who are interested. The report gives much in detail and covers the ground thoroughly. It gives the complete report of Chicago's Chief Grain Inspector, E. J. Noble, and also a report of the East St. Louis Inspection Department. It also devotes a number of pages to laws relating specially to railroads in Illinois, including the laws relating to the receiving, carrying and delivering of grain, warehouses, and weighing grain in bulk.

A STORY WITH A MORAL.

From the Grain Dealers Journal of Dec. 25:

Charles Horneman and C. A. Vincent, regular dealers at Odell, Ill., have indulged in an overbidding contest lately, which has brot joy to the farmers and discontent to dealers at nearby stations. Next week when the dealers have finished looking for the profits on 1899 business there will be much grief in Odell.

From the Grain Dealers Journal of April 25:

E. E. Schroeder, of Minonk, Ill., has purchased the elevator of Charles Horneman at Odell, Ill., for \$2,000. It is said Mr. Horneman sold on account of financial difficulties caused by overbidding and free storage.

GRAIN CARRIERS.

The wheat rate from Duluth to Buffalo is $3\frac{1}{4}$ cents.

Grain rates are 2 cents on corn and $2\frac{1}{8}$ cents on wheat from Chicago to Buffalo.

The National Convention of Railroad Commissioners will be held at Milwaukee May 28.

The Manchester & Oneida Railroad Co. has been incorporated in Iowa to build 20 miles of road.

Right of way for the Muscatine, Tipton & Northern from Tipton to Muscatine, Ia., has been acquired.

E. W. Burdick: The foundation of all the trouble is secret freight rates, which are prohibited by a United States law.

The Chicago, St. Paul, Minneapolis & Omaha has let to J. H. Roberts the contract for an extension from Bingham Lake to Currie, Minn.

The damage done to the Welland Canal by the dynamiters is not serious. A few castings at the head gate of lock No. 5 will have to be replaced.

Wise shippers believe that the railroads soon will be compelled to make a deep cut in grain rates, in a desperate attempt to maintain the volume of traffic.

The Nicaragua Canal bill passed the lower house of Congress May 2. The canal is to be built from Greytown to Brito; \$10,000,000 is appropriated, and the expenditure of \$140,000,000 additional authorized.

Lake freight rates are disappointing the vessel owners. Their opinion during the winter was that an enormous tonnage was to be had this season at high rates. Now the bottom appears to have dropped out of grain freights.

The Northern Pacific Railway Company has purchased a controlling interest in the St. Paul & Duluth Railroad, operating 155 miles of main line. Its acquisition gives the Northern Pacific new terminals at Duluth and Superior.

Buffalo again begins the season of navigation with labor troubles that threaten to stop the grain movement. Last season the grain shovelers were on strike; this season the employees of the New York Central Railroad are in a ferment.

The Union Pacific has let contracts for grading 35 pieces of double track between Cheyenne and Omaha. The contract for the cut-off from Laramie to Buford, Mont., 30 miles, including a tunnel over a mile long, has been awarded to Kilpatrick Bros. & Collins of Beatrice, Neb. The work will cost \$2,500,000 and be completed in two years.

Advices from Milwaukee state that eastern capitalists have determined to build connecting lines of 100 miles between the Soo road and the Green Bay & Western, to furnish a new lake port for seaboard traffic. From Prentice the road will be built thru Wausau to Iola, the terminus of a branch line of the Green Bay system. From Iola trains will run southeast to Green Bay, where grain elevators will be erected.

The Kingston Board of Trade claims that Port Colborne is not the place for elevators; they must be at the foot of lake navigation, so that grain may be called for and reach Montreal for ocean shipment at the shortest notice and in all weathers; that it is a mistake to suppose that grain can be carried across Lake Ontario in barges; and whereas grain has been carried there at $3\frac{1}{2}$ cents a bushel, with the improvements named by the

Kingston Board it could be carried at 3 cents and no other water route could establish a competitive paying rate.

The car famine which was acute at Chicago a month ago has been relieved, the traffic having fallen off from 204,000 tons per week to 126,000 tons. The assistant general freight agent of an eastbound road says: We have cars to rent, sell or give away now. The famine was one of the worst the roads operating out of Chicago ever experienced and we are all glad that we have got out into the light. There are several factors that have helped to relieve the situation. The first and most important is light business. During the last week the average receipts of grain from the west have been about 300 cars. Six weeks ago that number would have been brought in by almost any one of the larger western lines. The opening of navigation on the lakes also has helped matters.

The bill, S. 1770, introduced Dec. 18, by Senator Pettigrew, provides for government purchase, ownership and operation of all railroads. Present owners are to receive the average market value during the past five years. Provision is made for a commission of transportation of eleven members receiving \$15,000 per annum. The large sum of \$3,000,000 is to be appropriated for salaries and preliminary clerk hire. Hours of labor are cut down to eight, and wages raised to not less than \$1.35 per day. Special low rates of freight for the export of farm products are to be made when necessary. The author of the bill assumes that the people are willing to exchange their present known condition with respect to railway abuses such as secret cut rates, and discrimination against persons, towns and commodities and in favor of trusts, for an unknown condition embracing all the evils so common in the government of our large cities which operate gas and water works. The party in power would have a splendid opportunity to reward its politicians with jobs on the railroads. Grain shippers would have no redress for loss sustained in transit. A fair comparison of private and public management is afforded by the express companies and the postoffice. The former agree to deliver goods or forfeit the value, the latter guarantees nothing.

THE BULL HAS A DREAM.

He sees all sorts of things killing the wheat crop—Hessian fly, army worm, weevil, etc., and market is climbing at the rate of a cent a minute. Will his dream come true?—Zahm's Circular.



The Bull's Dream.

OVERDRAFTS.

(From a paper by T. L. Ewan, Topeka, Kan., read before the Kansas Association.)

Mr. Chairman and Gentlemen:

Over-drafts are not such bad things unless made with intent to deceive. I, myself, have made over-drafts on shipments, as some present can no doubt testify to, but no matter what the circumstances in handling these shipments were, when parties have drawn back for these differences, have their drafts ever been refused? Of course there may be conditions which might justify a refusal to pay such drafts, but so far we have not had such experience. Our shipments may not always be handled just as we think they should, the prices, grades and weights not satisfactory, but we have always taken the position that our drafts have been paid by the receiver of this grain, and it is not business nor courteous treatment to get possession of his money and then say, "We will give you back half of your money and will ship you more grain, and perhaps make another over-draft, if you will be a good fellow and let us keep this money, that we held you up for." I claim that a man who will do this is just as dishonest as one who will forge your name to a check or note, in fact it is nothing short of obtaining money under false pretenses.

I do not believe in a law to compel people to sell their grain to those whom they do not think will handle it in a fair and equitable way, but I do believe in a law that will compel shippers to pay their over-drafts. Some one may say that there are such laws of protection. To him who would proclaim such, I will ask if he has ever tried to collect such claims. I believe implicitly in mankind and believe that the average person is honest until it is proven to the contrary.

Gentlemen, I have had a great many hard nuts to crack, but the hardest problem I have ever gotten up against in all my business experience is to try and collect over-drafts on shipments, and differences on account of parties defaulting on contracts. I am glad to say, however, that there has been a very marked improvement along this line with the Kansas shippers, as the Kansas Grain Dealers Association and the Kansas City receivers have made it so hot for people of this kind that a great many of them have moved to Oklahoma, as I had occasion to find out sometime ago.

A former Kansas grain man whose account was in the red on every man's book he had ever shipped a bushel of grain to when in business in Kansas, emigrated to Oklahoma and embarked in the grain business as the

Grain Company. This grain company wrote us for a bid on five cars of wheat. They had a business-like letter head, indicating that they were full-fledged grain men. The composition of the letter was business-like, and in as much as the letter seemed to be regular in every way we had no hesitancy in making them a bid on their wheat. The grain was shipped according to contract, but immediately after the wheat was forwarded and drafts drawn against it, the market advanced about ten cents a bushel, and when these drafts were presented for payment we realized that on the basis of contract price there was an over-draft. Had we asked the shipper to reduce drafts he would have promptly told us to pay the drafts as they were drawn or cancel purchase of the wheat. You can readily see that in as much as the market was up, and we had the wheat sold, there was nothing left for us to do in the premises but pay these drafts, knowing at the time that there was an over-draft. The wheat arrived and was unloaded, returns made up in the regular way, and as summarized there was an over-draft amounting to \$113.00. We sent statement of account and made draft for the balance due us, and were promptly advised by the bank thru which the original

draft was drawn, that this firm had gone out of business and that the members of said firm had left town. We tried for some time to locate them, but to no purpose.

About fourteen months later we got a letter from another Oklahoma firm which, (in order that we may not be personal) we will use a fictitious name and call them J. M. Smith & Company. Of course there is no one by the name of Smith present, so there will be no objections made to the use of this name. Anyway, Mr. Smith writes us like this:

"You have been highly recommended as a good firm to ship my grain to. I have, therefore, today taken the liberty of consigning you car number — which contains — bushels of 57 pound choice No. 3 milling wheat, and made demand draft on you for —. Trusting our relations may be pleasant and that we may do a large volume of business with you, we remain, yours truly."

Now, this was a nice letter, was it not? We thought, of course, that we had gotten hold of a new customer and one that we could do a pleasant and satisfactory business with. In due time their draft was presented and on the basis of their advice of weights and grades, there seemed to be ample margins. Therefore we unhesitatingly paid the draft. A week or ten days later the car of wheat arrived, and as is the custom, the inspector brought us inspection and sample of the car of wheat before we knew it was in town, and very much to our surprise the grade on this car of wheat was rejected hard wheat, 50 pound test. We told the inspector that he certainly had made a mistake, as the shipper advised us that the car contained 57 pound choice No. 3 milling wheat, and we had him reinspect it. His reinspection confirmed the original inspection, so of course we did not need any one to tell us that we were up against a confidence game. In as much as there was such a wide difference between the grade advised and the inspector's grade on the car, we held the wheat on track and advised the shipper of the official grade and named a price at which we could use the wheat, and requested that he wire whether grade and price was satisfactory. We held the car all the next day, waiting for a wire from him and in as much as we did not hear from him by wire or letter the next morning, there was nothing left for us to do but unload the wheat as we had paid his draft. The wheat was unloaded and was short of the weights he advised 109 bushels. Returns were made up and there was an over-draft of \$64.00 on this shipment.

We were so provoked over the result of this transaction that we immediately started our Mr. Bennett to Oklahoma to look this shipper up, and also to find out what he could about the Grain Company that had shipped us the wheat and made an over-draft some fourteen months prior to the time this shipment was made. Mr. Bennett, on his arrival at the point from which this first shipment was made, immediately discovered that the party who had made the first shipment had recommended us to the party who made the second shipment, and in fact was the "Company" of the party who had made the second over-draft on us, and he was the one who had recommended us to his partner as "easy marks."

We have cases similar to the two I have spoken of confronting us every day. There certainly is a remedy for it; it should be stopped, and I believe the proper way to get at it is thru this Association. If we allow these people to impose upon us in this manner, without making any effort to stop them, it simply means that after a hard year's work they have indirectly gotten the profits of our year's business. I, for one, believe that it is within the power of this Association to make the commercial standing of the members of the Kansas Grain Dealers Association as good as the commercial standing of any member of any regularly organized Board of Trade in the country, and you all know that when a member of any regularly organized Board of Trade does not settle balances and arbitrate differences, etc., he, or they, are promptly expelled from the Board of Trade of which they are members. Any man, in my opinion, who will refuse to arbitrate a difference before disinterested, intelligent people, is not disposed to be fair nor to do what is right.

I would therefore suggest that this Association take this matter up and formulate some plan whereby its members may be forced to settle balances promptly or arbitrate differences. I would further suggest that a Board of Arbitration, composed of officers or members of this Association, be appointed, whose duty it shall be to meet every thirty days at some point centrally located within the state, to hear grievances of the members, or against the members, not only relative to over-drafts, but any other matters of irregularity that may be practiced by or upon the members of this Association with whom such members are doing business.

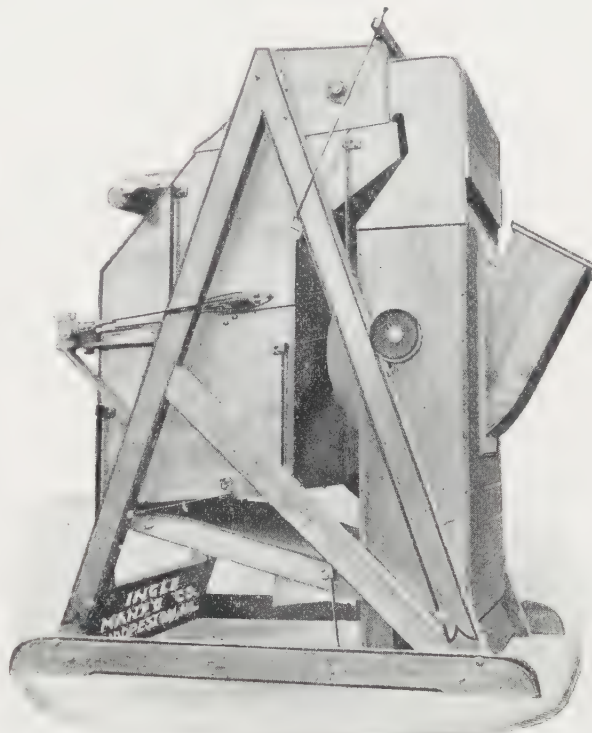
The Chilean wheat crop is said to be poor, necessitating large importations from California.

THE BIRD SUCCOTASH MILL.

Much of the grain marketed by farmers each year is not in condition to ship. Generally it contains straws, broken cobs, and seeds.

Any machine which will remove all this foreign matter from grain is as profitable an investment as an elevator man can make. After being run through the cleaner the grain will grade better, sell for a higher price and no freight will be paid on dirt by the shipper.

One of the latest separators placed on the market is the Bird Succotash Mill, which is made by the Ingle Manufacturing Co., of Hoopeston, Ill. It is designed especially for the separation of wheat from oats, and has many new and valuable features embodied in its construction, which make it a perfect machine for the work required.



The Bird Succotash Mill.

The machine, as is shown by the accompanying cut, is built with a triangular frame, as are all the Ingle machines. The succotash or mixed wheat and oats is first fed into a hopper containing an automatic feed which distributes the mixture evenly in a thin sheet into the first separating leg, when it comes in contact with a strong but perfectly controlled current of air, which removes the screenings, light oats and straws. The dust is drawn into the fan, while the light oats, screenings and other impurities of value are discharged into the first separating tip.

The grain then passes on to the first series of sieves, which remove the oats and any impurities which can best be taken out by the scalping process. From here it is distributed over a long, fine-meshed screen which removes sand, small oats and seeds that may have escaped the air current in the first leg. After the grain passes over the last screen it is carried into the last separating leg, where a very strong air current enters the leg at the bottom, rids the wheat of all the dust and leaves it clean and free from oats and all impurities.

The screenings from both separating tips are discharged at one point, making the machine very clean while in operation.

This machine performs a double duty. In the separation of the wheat from the oats, the oats as well as the wheat are cleaned. There being a special oat scalping screen which removes all sticks, straws and coarser material from them. The oats are delivered at one place and can be spouted where ever desired.

All screens can be easily removed while the machine is in operation, thus facilitating the substitution of a coarser or finer set as desired. The sieves are much wider than those usually used, and the suction legs are built the full width of the sieves, which is claimed to insure a perfect separation.

Reciprocating shoes are used which carry the screens in three parts. These shoes travel in opposite directions, taking the strain off the frame. The lower shoes carrying the fine, long, mesh screen, is hung entirely independent of the scalping shoes and has a special motion of its own which keeps it from clogging.

The machine is absolutely dustless and can be placed anywhere without annoyance from dirt. It is equipped with tight and loose pulleys which may be placed on either side as desired. The machine is built in three sizes, but can be furnished in larger or smaller sizes as desired. The machine is being used by some of the largest grain and milling concerns of the country, and giving perfect satisfaction.

During the month of May wheat crops will be harvested in Texas, Algeria, Central Asia, China, Japan and Morocco.

What will be the largest grain elevator along the Atlantic seaboard is being erected at Jersey City, N. J., by the Lehigh Valley Railroad Company. It is to cost \$800,000.

SEEDS.

The receipts of clover seed at Toledo during April were liberal at 7,000 bags, against 17,000 in March and 5,700 one year ago.

The American Association of Nurserymen will hold its annual meeting in Chicago, June 13 and 14, at the Chicago Beach Hotel.

Exports of timothy seed for the nine months ending April 1 were 12,511,000 pounds; against 13,051,000 and 8,166,000 pounds for the nine months ending April 1, 1899, and April 1, 1898.

Clover seed amounting to 30,546,000 pounds was exported during the nine months ending April 1; against 17,791,000 pounds and 26,256,000 pounds during the corresponding periods ending April 1, 1899, and 1898.

O. P. Austin, chief of the Bureau of Statistics, reports the exports of cotton seed for the nine months ending April 1, to have been 40,447,000 pounds; against 30,058,000 and 30,553,000 pounds for the nine months ending April 1, 1899, and 1898.

C. A. King & Co.: October delivery means the new crop of clover. Trades in that are made in fifty bag lots or multiples thereof. All trades are settled upon the basis of two and one-half bushels to the bag. Price of October will depend mostly upon how the new crop progresses both at home and abroad.

Clover Crimson Trefoil or Scarlet Italian Clover, (*Trifolium Incarnatum*), should be sown in April or May, and for localities south of the Ohio river it gives good satisfaction. It grows almost one foot high and yields a heavy crop of fodder, commencing to grow again at once after cutting. W. H. Small & Co.

The Ohio crop report for May states that reports are quite general that clover of last year's seeding was winter-killed to a considerable extent. Some correspondents report that almost the entire seeding is winter-killed. The area sown this spring was only 90 per cent of that of last year. The average date of seeding was March 23.

Seed exports during March, as reported by O. P. Austin, chief of the Bureau of Statistics, included 2,977,000 pounds of clover seed, 2,421,000 pounds of timothy seed and 5,841,000 pounds of cotton seed; against 2,690,000 pounds of clover seed, 2,736,000 pounds of timothy seed, and 4,332,000 pounds of cotton seed, during the preceding March.

The annual meeting of the American Seed Trade Association will be held at the Grand Pacific Hotel, Chicago, June 12, 13, 14. Alex Rodgers, president of the association, will have charge of all arrangements. One of the plans for entertainment will include a trip on the drainage canal. Program and other arrangements will be published in our next issue.

C. A. King & Co.: There will be very little clover seed left in the interior after the spring wants are supplied, much less than for several seasons. Correspondents numbering 2,856 report that there will be none of consequence; 466 say about 50 bags, while 65 report 100 bags or more. Ohio and Indiana are the only states which have any of consequence. Some dealers there reported a poor prospect for the new crop.

A. J. Pieters, pure seed specialist of the Department of Agriculture, writes: The Beardless Brome grass that has been sold this season, as far as our observation goes, has not been as much adulterated as last year, altho some samples have contained large percentages of other species of bromus. We would say in passing that almost without exception the American grown samples of Beardless Brome have been of much higher quality than the imported samples.

Concerning the adulteration of clover seed, A. J. Pieters, of the Department of Agriculture, says: Certain seedsmen are preparing to meet the demand for clover by adulterating the clover seed with trefoil. We shall not be surprised if we hear of plenty cases of that sort in the near future. One seedsman has for some time past stamped his letters 'red clover mixed with yellow trefoil is sold at much lower price.' Another has imported more trefoil during this winter than will suffice to supply the legitimate demand for it in five years. Some of this was imported as 'clover', while another consignment came under the name of 'crimson clover.' This last named lot contained sixty-six per cent trefoil, eighteen per cent sweet clover, eleven per cent of breakage and five per cent of weed seeds, of which there were twenty-five different kinds. There was not one seed of crimson clover. Of course we do not know what disposition the firm intends to make of this seed but we cannot imagine a more profitable one than selling it at clover seed prices. We shall endeavor to watch the market as closely as our circumstances will allow and if such seed is sold to the farmer as clover seed, we shall hope to hear of it.

FAKE WRITE-UP SHEETS.

At a recent meeting of the Chicago Trade Press Association, an organization whose membership comprises the most influential trade journals in the West, it was determined to take some action to protect manufacturing and mercantile firms from the depredation of the "fake write-up men."

A number of alleged trade journals, several of them being printed in the Southern States, send out thousands of circular letters to merchants and manufacturers, enclosing proofs of ingeniously prepared write-ups. Each person to whom a letter is directed is led to believe that he has been selected because of the prominence of his firm. The men whom it is sought to victimize are informed that no charge will be made for the printing of this complimentary notice, but that sample copies will be sold at 15 cents per copy, or at 8 cents per copy in thousand lots. These journals have no legitimate standing in the community, and represent nothing except the desire of their managers to extort money from business men. The circular letters are so shrewdly worded and the office of publication is usually so far removed from the persons to whom the letters are sent, that many firms have been victimized. Almost every department of industry is represented by one or more reputable journals, and manufacturers and business men generally are advised to communicate with publishers of whom they have some knowledge before being led into fake schemes.

The several papers comprising the membership of the Chicago Trade Press Association have agreed to print this statement with a view of protecting their patrons, and business men generally, from loss thru such deception.

SHUCKS.

Our boy Solomon says trusts are small bodies of men surrounded by water. In many the game is to induce a confiding public to drink the water. Prosperity has enabled some trusts to succeed. Majority still have their stock with the underwriters. It will go from there to the undertakers if the prosperity wave should recede.—C. A. King & Co.

A Toledo commission man says grain is free from water and cannot be manipulated like some stocks. No water in grain? Wherefore, then, does every member of the Chicago Board of Trade clearing house have steady work for a "ringer?"—E. W. Burdick.

There is talk of holding a corn juice carnival in Peoria.

"How much," inquired the stranger in the Board of Trade gallery, "does it cost to belong to this institution?"

"It costs all the way from \$1,500 to \$2,000 a seat," was the reply.

The stranger marveled at the immensity of the sum, then exclaimed:

"Why, you can get a good seat at a championship prize fight for less than that."

First Bunco Steerer—What luck did you have in the northern part of the country?

Second Bunco Steerer—No good. Every grain man in that locality takes the Grain Dealers Journal.

An Indian of the Cheyenne tribe is known as Eat-corn-like-a-crow.

"Hello!" said the voice at the other end of the telephone, "is this Grindle?"

"Yes."

"Did you write up that story of the man who had inherited a million dollars and was going to try his luck in grain speculations?"

"Yes."

"Proofreaders say they can't make out from your copy whether you meant to say 'he will find brokers ahead' or 'he will find breakers ahead.'"

"Tell 'em it's all the same. Either one will do. Ring off!"

King Barleycorn, the crack 4-year-old running horse, is no longer a favorite with the bloods on 'Change.

An intelligent Irish farmer has discovered that by planting onions and potatoes in the same field in alternate rows, the onions become so strong that they bring tears to the eyes of the potatoes in such volume that the roots are kept moist, and a big crop is raised in spite of the drought.

According to Secretary F. F. Collins, grass widows are not eligible to membership in the National Hay Association.

Warning to whom it may concern: Corn, corner, Coroner.

Sunday School Teacher (telling of deluge)—And then it rained for forty days and forty nights. Johnny Uptodate—Were the farmers satisfied?

Jimson says: "It's curus where farmers git such a pesky poor lot of scales nowadays, and I can't for the life of me see why they should all weigh heavier'n mine."

Politician—How are things up in your country?

Farmer—Well, I tell you, the country's likely to be consid'able disturbed most any time now.

Politician—So? Expansion or silver, I suppose.

Farmer—No. Spring plowin'.

This wholesale arrest of women speculators in Chicago looks like a clear case of discrimination between the sexes. Haven't women a right to get swindled as well as men?—Boston Herald.

Grain dealer—How do you feel to-day, Mr. Hayseed? Hayseed—Not very well. Grain dealer—You worry too much, that's the matter. Hayseed—O! I don't think I do. Grain dealer—Ah! but I think you do. Now, there's that corn you sold me last fall and promised to deliver in January. Don't you think you would feel better if you had that off your mind?

It is evident that we are to have a backward season for grain. Therefore it will be well for the farmer to begin setting out his cornstalks and planting his buckwheat cakes in July instead of August.—From How I Edited an Agricultural Paper by Mark Twain.

Tourist—I understand prosperity has made Kansas farmers forget free silver.

Kansas Farmer—O, land! Yes! What us farmers is mostly disputin' 'bout now is wuther a cyclone sullen d'oughter be built in the Queen Annie or the c'lonial style.—Detroit Journal.

SUITS AND DECISIONS

Mere bailment and not a sale which passes title, is held to be created by a contract whereby farmers deliver produce at a factory owned by them, to be manufactured into pickles, sauerkraut, etc., the proceeds of the sales of which are to be divided in a certain ratio between them and the manufacturers. *Sattler vs. Hallock* (N. Y.), 46 L. R. A., 679. Grain delivered by farmers, but not sold to the elevator man would be similarly classed.

The charterer of a vessel, which he employed in bringing from a foreign port cargoes of fruit owned by another, but consigned to him for sale on commission, cannot, in an action for a breach of the charter, alleged to have caused delay and consequent injury to the fruit, recover for loss of commissions which he would have made thereon; such losses being too remote and uncertain to furnish a measure of damages or to have been within the contemplation of the parties. *The Habil*, 100 Fed. Rep. (U. S.) 120.

In the landlord's lien suit of *William Scully vs. J. H. Porter*, the supreme court of Kansas said: No writing is required to give force to a landlord's lien nor is the filing or recording of the contract of lease a prerequisite to the creation of such lien. Where a landlord's lien upon a crop has not been waived, relinquished, lost or otherwise divested, it is paramount to the claim of one who purchases the same while it is in the possession of the tenant upon the leased premises. It is generally held that a notice sufficient to put a purchaser upon inquiry binds him to a knowledge of whatever the inquiry would have disclosed. The statutory lien given to the landlord is paramount to the rights of anyone who purchases from the tenant a crop which is yet upon the leased premises. 57 Kan., 311. By this decision the dealer who buys grain while it is still on the leased premises is considered to have notice of the lien.

A cloud of locusts recently descended in Berrien County, Mich., and completely devastated vegetation.

CONSTANT'S MILLING SEPARATOR.

The main idea in the construction of a grain cleaning machine is to get one that will do the work well, take up little room, be dustless in operation and well made. There are many different cleaning machines on the market and all embody some special feature which makes them of value to the user.

The accompanying cut shows Constant's Milling Separator which is built especially for cleaning wheat for the market and milling purposes, but it will handle corn and cobs from a sheller after a corn screen has been inserted in the upper shoe. This change is made by the movement of two levers and without stopping the machinery.

The machine has two air flues, one before the top screen, and one before the lower screen. This arrangement makes it possible to remove the light and worthless material at once, thus enabling the screens to handle the perfect grain.

The shoe is made in two parts which

does not pass thru the fan. The machine is manufactured by the B. S. Constant Co., Bloomington, Ill.

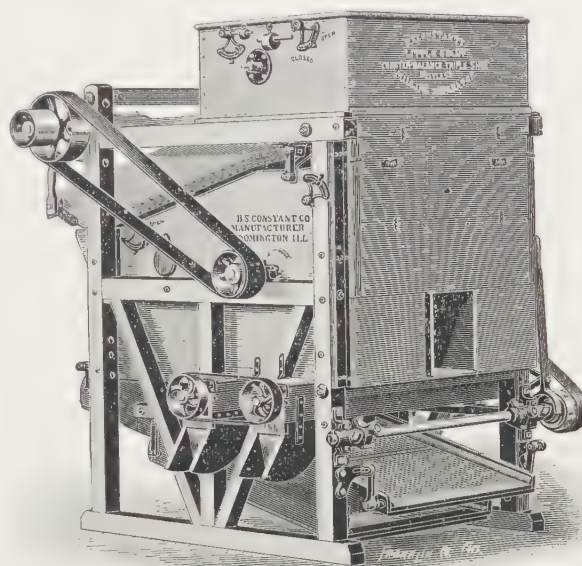
COBS.

Exports of malt during the nine months ending April 1 have been 218,054 bushels; against 306,366 and 289,917 bushels during the corresponding periods ending April 1, 1899, and 1898.

Buffalo received during April 6,491,000 bushels of corn, 2,928,000 bushels of oats, 1,689,000 bushels of wheat, 389,000 bushels of barley, 71,000 bushels of rye and 110,000 bushels of flaxseed.

The Montreal Elevating Co. has advanced its charges 20 per cent; and the cost of transferring cargoes from canal craft to ocean steamers is ½ cent per bushel under the new rate.

L. C. Piatt & Co., Chicago, inform us that Denton Bros., Leavenworth, Kan., recently bot 543 cars of corn on track in one day. Reports from Kansas indicate a big wheat crop.



Constant's Milling Separator.

are arranged to counter-balance, this obviates the necessity of extensive bracing.

The pitmans are equipped with self-oiling boxes on the eccentrics, and require but one oiling a day.

This machine has an attachment for removing the cockle from wheat used for seeding or milling purposes. This screen is located beneath the lower shoe and by the action of two valves in the shoe the grain is diverted to this screen, the cockle going thru while the clean wheat is carried to the bins. It is hung to the lower shoe, has an adjustable throw of a ¼ to ½ inch and is counter balanced. The movement frees the cockle screen from all clogging substances. When the separator is not used for milling purposes, the cockle screen is made fast to the lower shoe.

The grain is fed to the machine automatically and with a force feed. It is so arranged that all grain crosses the air-flue twice before leaving the machine. This gives an abundant opportunity for the air currents to remove all light-weight foreign substance from the grain. All material thrown out by the machine is collected in a spacious dead air chamber from which it is conveyed out at the side by a steel conveyor. This material

Enthusiasts who declare that American corn can be introduced in the Far East lose sight of the fact that rice, which is so popular in hot countries, possesses the peculiarity of being the most digestible of all cereals. The rice diet prevents the intestinal disorders which in those countries often prove fatal.

The visible supply of grain May 5, as compiled by George F. Stone, secretary of the Chicago Board of Trade, included 49,825,000 bushels of wheat, 18,137,000 bushels of corn, 7,037,000 bushels of oats, 1,143,000 bushels of rye, and 1,195,000 bushels of barley. A year ago the supply was 27,466,000 bushels of wheat, 22,045,000 bushels of corn, 7,891,000 bushels of oats, 953,000 bushels of rye, and 1,601,000 bushels of barley.

Ward Ames, grain dealer of Duluth, Minn., who has recently returned from an extended tour of the Orient, says: I am satisfied that corn can be introduced into both China and Japan as a substitute for rice. I think it can be laid down there cheaper than they can produce the rice, judging by present prices for it in their own markets. A kettle of rice, 130 pounds avoirdupois, costs \$3.60 over there. America could beat that figure considerably in furnishing those people with corn.

GRAIN TRADE NEWS.

CANADA.

Grain trade news items are always welcome.

An elevator is to be built at High Bluff, Man., by farmers.

The Deloraine Farmers' Elevator Co. has been incorporated at Deloraine, Man., with \$10,000 capital stock.

The Canadian Inland Transportation Co. has purchased the franchises of the Conners syndicate at Montreal.

The elevator of D. H. McMillan & Co., at Emerson, Man., burst recently, spilling 2,000 bushels of wheat over the railroad tracks.

Fire at Dominion City, Man., April 24, destroyed Waddell's elevator with 20,000 bushels of wheat. The plant was operated by the Winnipeg Elevator Co.

The Montreal Harbor Commissioners have disapproved the plans of the Conners syndicate on account of the capacity of the first elevator being only 1,000,000 bushels instead of 3,000,000 bushels as proposed.

At the annual meeting of the Montreal Grain Elevating Co. the following were elected directors: Andrew Allan, Alexander McDougall, A. T. Patterson, Thomas A. Crane, and Bertlette McLennan. Andrew Allan was re-elected president of the company. The annual report showed that exports from Montreal had fallen off 8,500,000 bushels from the preceding year.

Winnipeg Commercial, May 5: Another week of dry weather has enabled farmers to get in most of their coarse grain seed, vegetables, etc., and to finish up their wheat seeding where that was not done last week. The country is now ready for some good soaking rains and would be the better for it. Grain deliveries thruout the country are light, as farmers have been too busy to make unnecessary trips to town.

CHICAGO.

Where will the B. & O. R. R. build its elevator?

John J. Hyland, traffic manager of the Board of Trade, has been asked to resign.

A movement is on foot to reorganize the old local board of marine underwriters.

The plant of the Atlas Brewing Co., valued at \$125,000, was totally destroyed by fire April 29.

Dock facilities on the Calumet River are being improved by the Chicago, Rock Island & Pacific Railway.

Two cargoes of 150,000 bushels of wheat each have recently arrived at South Chicago from Duluth, Minn.

Rosenbaum Bros. have purchased the cattle and ranches of Peter Duhamel, near Rapids, S. D., for \$250,000.

Carrington, Hannah & Co. have established a branch at Kansas City, Mo., with C. E. Lathrop in charge.

A relief fund of \$3,670 has been raised among members of the Board of Trade for the Canadian fire sufferers.

The new McReynolds Elevator A at 106th street and the Calumet River, is

now in operation, having started up May 1. J. F. Kendall is the superintendent.

For the widening of the Chicago River the sanitary district trustees will levy an assessment on adjoining property.

Michael Cudahy has subscribed \$50,000 for the Catholic University of America which is to be established at Washington.

The Calumet Grain & Elevator Co. has increased its capital stock from \$100,000 to \$200,000 and will greatly enlarge its new elevator.

W. L. Frank, formerly of Chicago, is organizing the Gulf Ports Trading Co., to handle grain and feed for export, with Galveston as headquarters.

Shipments from Chicago east of grain, flour and provisions during the week ending May 5 aggregated 92,478 tons, against 126,336 tons for the preceding week, and 92,246 tons a year ago.

Ill luck has pursued Frederick G. Roberts, manager of the Central Elevator Co., ever since last Christmas, when he was presented with an opal pin set with 13 diamonds. Finally a thief has stolen the pin.

Secretary George F. Stone says: Trades that may be open in September grain on May 1 may be closed at any time, but they cannot be settled through the clearing-house or settlement-room of the association.

Among the new rules adopted by the Board of Trade is that providing for a daily storage charge on grain, beginning May 15. Another rule permits the directors to increase the regular storage capacity from 12,000,000 to 25,000,000 bushels.

City Sealer James Quinn has discovered that the peck and bushel measures in use and formerly approved are short of the required capacity. Accordingly the manufacturers are busy making alterations. Thousands of measures have been condemned.

The application of the Armour Elevator Co. to have the St. Paul Elevator made regular, has been denied by the directors of the Board of Trade, who consider the shipping facilities inadequate. The company will endeavor to get additional side tracks.

James Quinn, city sealer, Matthew Leinen and William Tinlan have been indicted by the grand jury for kidnapping Benjamin Jenkins, a witness in suit of the state against Dwight W. Andrews, former state grain inspector, who was charged with embezzlement.

Among the new members of the Board of Trade recently elected are David G. Owen, Milwaukee; Fred S. Osborne, Detroit; Nelson B. Updike, Omaha; Joachim William Muurling, New York; Joseph C. Rogers, Columbus, O.; Thomas H. Story, New York; Charles V. Pollock, Des Moines; George Redding Crowe, Winnipeg; William Andrews Rodke, St. Louis.

The Board of Trade ballot of April 30 disposed of 46 proposed amendments to the rules. All but three were adopted, the defeated rules were those relating to trading by clerks without written consent,

the \$150 membership fee for transfer, and the establishment of branch offices under control of members. The discussion and voting consumed the entire day and lasted until 9 p. m., when members were served with a lunch at Kinsley's.

The trial of McLain Bros. is proceeding in the United States District Court. In selecting a jury every man was asked if he had ever held office or had dealt on the Board. Among the witnesses were the following who had speculated and lost: F. A. Hyke, Luverne, Minn., \$10,000; Charles B. Strawn, Lincoln, Ill., \$10,000; W. T. Kister, of Minersville, Pa., and many others. The fraud claimed is that these people lost their money to McLain Bros., instead of to the customer of some other broker, as would be the case had their orders been executed on the Board.

A circular on consigning and selling on track has recently been issued by Eschenburg & Dalton, in which they make several very pertinent suggestions. In closing they point out a way, which if followed, would avoid much of the trouble that arises between shippers and track buyers over grain which misses grade. "Most shippers who sell on track have had occasion to complain about their grain misgrading. We would advise instructing parties to whom you sell, in all cases, to turn over grain which misgrades to some commission firm which you should designate. Later you can make further shipments to fill the sale."

The New England transfer and cleaning elevator commenced handling grain May 8. This elevator was built to replace the one burned last October. It is located at 49th street and Homan avenue, on the Grand Trunk railroad, and was built for the railroad company by John S. Metcalf Co., Chicago. It will be operated by Lazier, Hooper & Co. The equipment of the house includes Invincible clippers, six 60,000 pound Fairbanks Hopper scales and a 400 h. p. Vilter Corliss engine and three Springfield boilers. The elevator will be lighted thruout by electricity. The house is also equipped with the Day Dust Collecting System. The machinery and supplies were furnished by the Webster Mfg. Co. The elevator has a capacity of 125,000 bushels and can handle 100 cars a day. Mr. Bauder is the superintendent.

ILLINOIS.

Work has begun on the new elevator at Cruger, Ill.

Louis Phillips, Germantown, Ill., May 5: Wheat in good condition.

The Farmers Protective Association of Rantoul, Ill., will build an elevator.

Lied & Son are arranging to build an elevator at Red Oak, Ill., on the Madison line.

P. E. Phillips is interested in the proposition to build an elevator at Northampton, Ill.

J. E. Potter has bot the grain and lumber business of John W. Cole at La Fayette, Ill.

John Linder, of Loxa, Ill., is razing the old elevator, and will rebuild immediately.

Frank Badler, of Astoria, has purchased the elevator at Vermont, Ill., of Sutherland & Shultz.

An elevator and mill will be built at Carbondale by Curtis, Rogers & Underwood, of Ava, Ill.

T. N. Langley, Medora, Ill.: The advertisement in the Journal has already brot a number of letters inquiring about

the elevator, but I have made no sale as yet.

E. S. Barnes, of Shannon, Ill., will have charge of the elevator at Thomson, Ill., which has been reopened.

E. Felts, formerly of Foster, Ind., has bot the grain and coal business of the Padua Grain Co., Padua, Ill.

J. H. Murray & Co., of Eureka, Ill., inform us that they will build an addition to their elevator this summer.

Easton & Co., of Peoria, it is said, will engage in the grain business at La Fayette, Ill., after building an elevator.

E. V. Mattice has received the contract to build an elevator at Triumph, Ill., a small station of the C. & N.-W. Ry.

Nagel Bros., of Bushnell, Ill., have recently bot a Cyclone Tubular Barley Cleaner of the Barnard & Leas Mfg. Co.

Readers will confer a favor by sending notices of new elevators, new firms, business changes and prospective improvements.

E. S. Sheorer, of Cullom, and J. P. Sheorer, of Fairbury, are considering the feasibility of erecting an elevator at Weston, Ill.

The Peoria Cereal Co. has been incorporated at Peoria, Ill., with \$40,000 capital stock, to build a 400-barrel oatmeal mill.

The Munday & Settlemire Co., of Litchfield, Ill., has recently purchased of the Barnard & Leas Mfg. Co., one No. 2 Cornwall Corn Cleaner.

R. F. Cummings, of Clifton, Ill., was in Chicago recently, and stated that he would build an elevator as soon as he could arrange for a switch.

D. A. Syme has retired from the grain business at DeKalb, Ill., in which he has been engaged for the past 25 years, and will go to Paris for the summer.

S. M. Rose, of Cissna Park, has bot elevator of Mike Widner at Claytonville, Ind., and Mr. Widner has bot Puett & Williams' elevator at Cissna Park.

C. L. Aygarm, Rowe, Ill., was in Chicago last week and reported the farmers all busy planting. Oats need rain badly. Prospects for hay very encouraging.

Charles Burkett has succeeded Crawford & Burkett in the grain business at Dixon, Ill. A gasoline engine has been installed, and other improvements inaugurated.

Charles Shaffer, who has been in the grain business at Blue Mound, Ill., will go to Detroit to assist C. A. Burks, of Decatur, in the new office he has opened in the Michigan city.

John Walters Co., Parnell, Ill.: We received 24 responses to our advertisement in the Journal, and sold our elevator to one of them, W. M. Clegg, of Rice, Kan., for \$5,000.

Munday, Settlemire & Co., of Litchfield, Ill., have purchased the old elevator at Girard, Ill., of W. W. Bristow, who is considering a proposition from the new owners to continue as manager.

T. C. Williams, who recently leased his elevator at Mount Morris, Ill., to the Neola Elevator Co., will continue as manager of the house for the new owners, whose headquarters are in Chicago.

J. R. Arnold, manager at Parnell, Ill., for the Middle Division Elevator Co., has been transferred to Cropsey, Ill., where the company operates two houses, having just leased the Barnes Elevator.

The elevator at Hartsburg, Ill., owned by J. Ed. Miller, of Lincoln, was burned April 25, with 100 feet of cribs containing 4,000 bushels of corn. Loss on building and machinery, \$3,500; insurance, \$2,000.

The Marshall Warehouse Co. has been incorporated at Charleston, Ill., to store broom corn and merchandise. Capital stock, \$5,000; incorporators, Charles T. Marshall, Lucien Wheatly, John H. Marshall.

John O. Linder, Loxa, Ill.: I have succeeded Tivis & Linder in the grain business at this point. The new elevator I am building will have 12,000 bushels capacity and will be modern in every respect.

Staninger & Co., grain commission merchants of Champaign, Ill., suspected of conducting a bucket shop, have gone out of business after settling with all but two customers who had attached their bank account.

The firm of Sulzberger Bros. & Co. has been incorporated at Ransom, Ill., to conduct a mercantile and elevator business. Capital stock, \$12,000; incorporators, Michael, Eugene F.; William H., and Edward P. Sulzberger.

C. H. Comstock, of Ashkum, Ill., will build a 30,000-bushel elevator a few feet south of the 60,000-bushel house erected by him in 1898. Mr. Comstock has been a successful grain merchant for 30 years, and is the inventor of Comstock's Patent End Gate for grain wagons, an exceedingly useful invention, used for years by farmers and grain men.

John West & Co. will remove their elevator at Etherley, Ill., to Victoria, as soon as the roads permit. A final order has just been given by the Appellate Court dismissing the appeal of the Galesburg & Great Eastern Railway (controlled by Henry Harms) from the decision of the lower court, which had dissolved the injunction obtained by Mr. Harms some months ago.

R. C. Grier, secretary of the Peoria Board of Trade, reports that Peoria during April received 32,650 bushels of wheat, 1,333,700 of corn, 646,000 of oats, 6,000 of rye, 123,000 of barley, and 3,201 tons of hay; compared with wheat, 38,950 bushels; corn, 1,131,050; oats, 574,000; rye, during April, 1899. The shipments for April were: Wheat, 45,000 bushels; corn, 352,000; oats, 905,000; rye, 600; barley, 63,000, and hay, 120 tons; against wheat, 4,550 bushels; corn, 306,000; oats, 575,750; rye, 1,200; barley, 39,000, and hay, 190 tons, for April, last year.

INDIANA.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Wilcoxon Elevator at Muncie, Ind., was burned April 30. Loss on building and machinery, \$3,500.

The elevator being built by a company of farmers at Powers Station, Ind., is about completed and ready for business.

Ira Cadwallader is building an 80,000-bushel grain elevator at West Lebanon, Ind., and has given the contract to the Reliance Mfg. Co.

Goodrich Bros., of Winchester, inform us that John Owens is rebuilding his elevator at Saratoga, Ind., and is equipping it with modern machinery.

Austin B. Hayes, designer of elevators, Indianapolis, Ind., writes: Please stop my advertisement at expiration. I have more now than I can do.

The Lafayette Elevator & Mill Co. has been incorporated at Lafayette, Ind. Capital stock, \$5,000; incorporators, DeWitt C. McNutt, John F. McHugh and W. H. Moore.

The Goodrich Bros. Hay & Grain Co., of Winchester, Ind., has rebuilt the old Bowen Elevator at Lynn, Ind., and it is now one of the most complete plants in eastern Indiana.

E. M. Small, of Yeddo, Ind., writes: I am about to build a new warehouse and elevator with steel siding and roofing. I expect to put in a secondhand steam or gasoline engine.

Schalk Bros., Anderson, Ind., April 28: Our county, Madison, is about the same as other counties in wheat. It is bad, and nearly all the wheat ground was turned over for oats and corn.

Cooper & Oddy, Indianapolis, Ind., May 1: We think we will not have one-third of a crop of wheat in Indiana this year. Indiana will have the largest crop of oats she ever had. More oats sown than ever before.

The elevator of the Big Four Railroad at New Paris, Ind., operated under lease by Byron Bros., of Goshen, was burned on the afternoon of May 2. Loss, \$10,000; insurance, \$5,000. The fire started by a spark from a locomotive.

Isaac W. Brown, of Rochester, in an address at Indianapolis recently, stated that the farmers of Indiana ought to raise four times as much wheat as they do, but they can not do it so long as the hunters from Cincinnati, Chicago and other cities are permitted to kill the quails. These birds were intended to destroy the hessian fly, which is the cause of the failure of our wheat crops. In our county the people are beginning to see the necessity of protecting the birds and it would be dangerous for a hunter to go there and attempt to kill them.

C. A. King & Co. have received reports from all districts of Indiana indicating that the wheat prospect is very poor. Some of the replies, condensed, follow, the first part referring to the present prospect, the second part comparison with a month ago, and the third part to the acreage destroyed. Gibson Co. Prospects good; condition improving; none killed.—Pike Co. Half crop; about same; quarter killed.—Tipton Co. Poor; much worse; three-quarters killed.—Cass Co. Very poor; worse; nearly all.—Noble Co. Very poor; improving; quarter killed.—Hamilton Co. Very poor; improving; quarter destroyed.—Jefferson Co. Good; much better; none killed.—Clark Co. Fair; improving; third killed.—Henry Co. Very poor; about same; nearly all.—St. Joseph Co. Very poor; about same; two-thirds.—Noble Co. Half crop; improving; third.—Huntington Co. Very poor; about same; nearly all.—Green Co. Poor; much better; one-tenth killed.—Sullivan Co. Fair; improving; five per cent.—Martin Co. Half crop; much better; third killed.—Switzerland Co. Third of crop; improving; fifth killed.—Rush Co. Total failure.—Grant Co. Quarter crop; same; third killed.—Gibson Co. Eighty per cent. of last year; improving; very little.—Vanderburg Co. Two-thirds of crop; much worse; fifth killed.—Gibson Co. Good; improving; very little.—Noble Co. Less than half crop; improving; half killed.—Sullivan Co. Poor; better; quarter.—Spencer Co. Fair; same; a little.—Green Co. Third crop; trifle better; half plowed up.—Adams Co. Very poor; better; two-thirds.—Miami Co. Quarter crop; improving; two-thirds.—Pike Co. Below average; better; ten per cent.—Orange Co. Not good; better; fifth killed.—Madison Co. Not enough for bread and seed; growing weather has not improved it.—Marshall Co. Half of acreage abandoned; half a crop on balance.

IOWA.

L. B. Munger has bot the elevator of H. Keeney & Son at Renwick, Ia.

A. M. Davidson, Sanborn, Ia., May 2: The new crop of grain looks good.

W. F. Harris, Williamsburg, Ia.: Want the Journal long as I continue in the grain business.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

J. A. Ogle, of J. A. Ogle & Co., grain dealers at Williamsburg, Ia., has purchased a farm near Stuttgart, Ark.

George D. Wernli has just placed a 2½-h. p. Fairbanks-Morse Gasoline Engine in his elevator at Le Mars, Ia.

The addition to the grain house at Parnell, Ia., recently purchased by the Neola Elevator Co., is nearing completion.

Samuel Miller, J. S. Cook and A. H. Miller of Jesup, Ia., have formed a partnership to engage in the grain business.

H. S. Butler proposes to erect a building at Des Moines, Ia., for the accommodation of the many grain firms in that city.

The Barnard & Leas Mfg. Co. has recently sold to Sara Hayden, Wapello, Ia., a Victor Corn Sheller and Cornwall Corn Cleaner.

G. H. Currier, Prescott, Ia., writes: I have sold the elevator that I bot of James Gault at this place last fall, to McCarty & Abraham.

The elevators of the Kansas City Grain Co., along the line of the Great Northern, in Iowa, have been closed for the season, or until August.

C. Counselman & Co., Gowrie, Ia., have recently bot of the Barnard & Leas Mfg. Co., two No. 6 Victor Corn Shellers and two No. 6 Cornwall Corn Cleaners.

Albert Imholt, of Haverhill, Ia., has repaired his elevator and put in a 12-h. p. gasoline engine made by the Lenox Machine Co. Mr. Imholt will sell his elevator at Vancleve.

Crawford & Thomas are reported to be attempting to do a scoop shovel grain business at Hedrick, Ia., and seem to be determined to make trouble for all the regular dealers of that section.

Seeley, Son & Co. are repairing an elevator for the Trans-Mississippi Grain Co., at Holstein, Ia., and are building an addition to an elevator at Blencoe, Ia., recently purchased by the Kinsella Grain Co.

The Marfield Elevator Co., of Winona, Minn., has taken down its cribs at Early, Ia., and will use the material in building a new elevator, which is to be erected on the site of the Deal & Webb Elevator purchased last summer by the company.

M. W. Lee, manager of the Northwestern Iowa Grain Co., Mason City, Ia., was in Chicago last week, and reported that his company has recently bot the 20,000-bu. steam elevator at Hedrick, Ia., on the Iowa Central, from C. H. Stevenson.

Hopkins & Co., Akron, Ia., May 5: Wheat looks good; but acreage about 25 per cent less. Acreage of corn 25 per cent more; and 25 per cent of fat cattle held for June market. Crib corn is about all gone; Armour had 20,000 bushels here last year; this year 3,500.

Joseph Van Buskirk, grain dealer and miller at Shenandoah, Ia., died recently, aged 56 years. He was born near Lacon, Ill., and in 1869 moved to Iowa, where he has been engaged in the live stock business, farming and finally in the milling and grain business. He leaves four sons.

W. F. Harris, Williamsburg, Ia., May 1: Very little corn coming to market, as feeders are paying 3 to 5 cents above market price. Farmers commenced planting corn this morning. Weather and ground fine. Small grain doing well; but a warm rain would be of much benefit. The acreage of corn will be 10 per cent larger this year than last.

Iowa state crop reports, May 7: The week was very favorable for plowing and other farm work, and nearly all corn ground is now in readiness for planting. A fair start has been made in corn planting, but the weather is not sufficiently warm. Needed moisture was supplied by copious showers, and the crop outlook at present is quite flattering.

KANSAS.

At Dillon, Kan., a large elevator will be built by Asling & Schmidt.

If you favor a rental for elevator men, join with the state association in working for it.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The Farmers Shipping Association has been chartered at Athol, Kan., with \$3,000 capital stock.

The Ellsworth Mill & Elevator Co. has been incorporated at Ellsworth, Kan., with \$20,000 capital stock.

Many new elevators will be built this season in Kansas by the Peavey Elevator Co., of Minneapolis, Minn.

Forbes Bros., of North Topeka, Kan., have opened their new elevator and mill. Its capacity is 40,000 bushels.

F. A. Derby of Armour, Neb., has bot the elevator at Sabetha, Kan., of J. F. Leikert, taking possession May 7.

B. F. Tyler, formerly of the Kansas City Board of Trade, will engage in the grain commission business at Wichita, Kan.

W. W. Culver, formerly doing business at Kansas City as the Culver Grain Co., has removed to Wichita, Kan., and is operating as the Wichita Elevator Co.

Ward & Ayres, Gardner, Kan., May 1: Wheat in this section never looked better at this time of year; it is excellent. Oats and flax are doing well; corn that was planted early is a good stand and growing rapidly.

M. J. Travis has obtained the contract to build an elevator for William Perkins at Frankfort, Kan. The foundation is now in, and carpenter work will soon commence. H. O. Cook of Sabetha, Kan., is foreman.

Peter Brack, Olmitz, Kan., May 2: I came here in 1876, and have never seen a better prospect for wheat at this time in May. Wheat is now standing 15 to 24 inches high; a show for 25 to 40 bushels to the acre. Have had nearly enough rain to make the wheat.

Kansas shippers who wish to take advantage of the state association's Check Weight Bureau will profit by promptly mailing advices of shipments to G. N. Consley, Supervisor, Exchange Building, Kansas City. Advices must be sent every time and at time of shipment.

John H. Gentry, Minneapolis, Kan., May 2: Wheat conditions are perfect. I have not heard of a single acre being plowed up in this county; moisture and weather all that could be desired. Corn planting is progressing favorably; early planting showing a good stand. Fruit of all kinds promises well. Cattle now out on pasture; season 10 days early.

Secretary Smiley of the Kansas Association reports that the Keever Grain Co., Moffatt Commission Co., Dunning Grain Co., Smith Grain Co., W. D. Grant and S. M. Bird, all of Kansas City, are handling consignments and soliciting business from scalpers and parties having no facilities.

The Kansas City Board of Trade recently passed the following resolutions: That this board has for the Kansas Grain Dealers' Association the kindest feelings and wishes it the greatest possible success, fully realizing its value, not only to the grain trade of Kansas, but to the Kansas City grain market. Also, this board of trade wishes it understood that in passing rules prohibiting members of this association from being members of the Grain Dealers' Association, it was actuated not by any unfriendliness, but simply that it was deemed expedient that our members be subject to the rules of the Kansas City Board of Trade only. The matter was brought up on account of the strong feeling between two factions of the Board, one favoring and the other opposing the purchase by individual members of a copy of a directory of dealers being gotten up by the Kansas Association. Most of the Board members feel that the Kansas shippers would be prejudiced in favor of subscribers to the book.

MICHIGAN.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A large grain elevator is to be built at Brown City, Mich.

Joseph Horning is placing an electric motor in his grain elevator at Mt. Pleasant, Mich.

Grain handlers at the Pere Marquette Elevator, Ludington, Mich., went on strike May 1 for 30 cents instead of 20 cents an hour.

Walter Bunting of Greenville and W. J. Thomas of Schoolcraft, Mich., will form a partnership to engage in the grain business at Schoolcraft.

Dynamite was used to blow up the grain office of Dimond & Hopkins at Mayville, Mich. Mr. Dimond is president of the village and the explosion is believed to be the work of an enemy.

C. A. King & Co. have received the following reports on wheat from many counties in Michigan, referring to the present prospect, a comparison with a month ago, and the acreage destroyed: **Kalamazoo Co.** Very poor prospects; condition improving.—**Branch Co.** Half crop; much better; quarter killed.—**Huron Co.** Fair; improving; sixth.—**Lenawee Co.** Half crop; about same; about half.—**Sanilac Co.** Fair; much better; quarter killed.—**Jackson Co.** Poor; improving; half killed.—**Shiawassee Co.** Fair; improving; ten per cent.—**Huron Co.** Fair; trifle worse; eighth killed.—**Berrien Co.** Very poor; improving; mostly killed.—**Branch Co.** Poor; much worse.—**Ottawa Co.** Two-thirds of crop; much better.—**Jackson Co.** Good; improving; ten per cent. killed.—**Van Buren Co.** Poor; same; half.—**Ottawa Co.** Half crop; same; half killed.—**Jackson Co.** Half crop; improving; almost half.—**Washtenaw Co.** Quarter crop; same; considerable.—**Jackson Co.** With favorable weather, sixty per cent. of crop.

MINNESOTA.

L. R. Brooks, of Minneapolis, has arrived home from his four months' tour of Europe.

The railroads and the Minnesota Railroad Commission have agreed on reduced

grain rates from the southwestern part of the state. The reduction averages one cent, and ranges from ½ cent to 3 cents.

A large elevator and warehouse will be erected at Wadena, Minn., by the Ebner Milling Co.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The flat house at Glenwood, Minn., built and operated last season by Robert Wilson, Jr., is to be sold.

Nelson Enge of Minneapolis has bot elevators of G. F. Thomas at Lester Prairie and Mayer, Minn.

The Rothschild Grain Co., Davenport, Ia., has completed its new 25,000-bushel elevator at Red Wing, Minn.

The St. Anthony & Dakota Elevator Co., of Minneapolis, Minn., has bot the elevator at Fosston of Stadsfold & Lohn.

Charles Siebert, Wells, Minn.: Please discontinue advertisement. Have plenty of buyers thru the Journal. Inclosed find check.

C. W. Fairbank, proprietor of the elevator at West Concord, Minn., is not now in the grain business. His elevator is operated by Mr. Stevens.

It is alleged two grain dealers succeeded in mulcting the Sleepy Eye Milling Co., of Sleepy Eye, Minn., of \$36,000, thru the complicity of the mill's inspector and weigher, who increased the weights of cars.

The Farmers' Elevator at Stewartville, Minn., was burned on the morning of April 20. Loss on grain, \$1,500; insured; loss on building, \$2,500; insurance, \$2,000. The plant will be rebuilt. F. M. Parks is manager.

The M. & St. L. Railroad has suffered heavy loss thru an elevator man overbilling wheat carloads to a milling company at New Prague, Minn. The mill company used the billing to get milling in transit rates on flour to eastern points.

F. H. Peavey, his wife and mother, his son, George W. Peavey and his wife, are about departing for a long tour of Europe, visiting Paris on the way. Before leaving Mr. Peavey, who has his life heavily insured, took out an additional policy for \$1,000,000, the annual premium on which is \$35,000.

OUR MINNEAPOLIS LETTER.

The money here still continues on the "short" side of the market, and "puts" and "calls" are dealt in largely. The receipts for the past two weeks have shown only a slight decrease. The prospects are good for a strong market as soon as the early movement commences. The extensions being put in by the M. & St. L. and the Omaha Railroads, are stimulating the elevator building trade a little, and quite a number of small houses are in prospect. A number of the supply houses are making alterations and getting in shape to handle a good trade this summer and fall.

E. H. Tromanhauser is building twelve or fifteen elevators on the U. P., west of Salina, Kan., for the Midland Elevator Co., of Kansas City, a part of the "Pv" system. The houses will all be of about 20,000 bu. capacity, and will be equipped with dump and hopper scales, and 4 h. p. gasoline engines, Fairbank Scales and engines will be used thruout.

Honstain & Co. will build a 40,000-bu. house at Blanchard, N. D., for the Farmer's Elevator Co. The plant is to be equipped with a 15 horse-power Otto Gasoline Engine, a cleaner and two sets of legs. It will be worth about \$6,000. They will also build a 20,000-bu. house at

Georgetown, N. D., for the same company. This house will have a 4 h. p. Otto Engine, both being equipped with dump and hopper scales. The Georgetown house will cost about \$3,000.

The Minneapolis & Northern Elevator Co. lost its elevator at Mapes, N. D., recently. The plant was of 50,000 bu. capacity, and at the time of the fire had about 17,000 bu. of wheat, and 2,000 bu. of flax stored in it. The loss is covered by insurance. The company will rebuild at once on the same site, constructing a house on about the same lines. It will be equipped with a 10 horse power gasoline engine.

The Great Western Elevator Co. has several small houses in view, and will build before the crop movement.

H. N. Douglas will build a 20,000-bu. elevator at Worthington, Minn., on the Burlington track. He recently sold his other house at that point to St. John Bros., of Heron Lake. It was of about 15,000 bu. capacity.

The Holmquist Grain and Lumber Co. of Oakland, Neb., recently bot out De Murs, at Emerson, Neb. The sale included a 25,000-bu. elevator with all the modern equipment.

The American Elevator Co. will build a 20,000-bu. elevator at Carrie, Minn., on the new extension of the Omaha. It will be a horse power plant equipped with dump and hopper scales. The same company has recently bot a 15,000-bu. elevator at Vernon Centre, of Alf Henderson. It will build about three or four more new houses in time for the crop movement, and is now selecting sites. It will probably be on the Omaha extension. Mr. W. S. McLaughlin, the president of the American Grain Co., has gone on a tour of inspection, intending, before he returns, to visit all of the country houses of the company. He will be gone two weeks.

The Riverside Elevator Co., of Dawson, Minn., is building a new 10,000-bu. house at that point. It will be a horse power plant, and will cost \$1,500.

E. C. Warner will build a forty press lined oil mill here which will have a capacity of 2,000,000 bbls. annually. It will be the largest in the west and one of the largest in the country.

The St. Paul and Kansas City Grain Co. is building twelve new houses on the M. & St. L. Ry. They are to be 15,000-bu. capacity, and will be equipped with dumps and scales. The houses are to be finished by August 1st, Younglove, Boggess & Co., of Mason City, Ia., being the contractors. The houses are to be located at Desota, Esthersville, Raleigh, Terrill, Langdon, Spencer, Greenville, Cornell, Sioux Rapids, Rembrandt, Trusdale and Storm Lake.

The Otto Gasoline Engines have been growing more and more popular of late. Following are three samples of their orders for the past 30 days: St. Anthony & Dakota Elevator Co., 30 engines; St. Paul & Kansas City Grain Co., 22; and Consolidated Elevator Co., of Duluth, 15. All of these firms use the Otto engines exclusively.

The Independent Elevator Co. will probably build half a dozen 40,000-bu. houses before the crop movement. They will be located either on the Great Northern, or the Northern Pacific.

The Starbuck Milling Co., of Starbuck, Minn., is building an elevator of 15,000-bu. capacity, and a 75 bbl. flour mill.

H. H. Eckland is building a 75-bbl. mill at Bagley, Minn., and will put up a

20,000-bu. elevator in conjunction with it. Both are to be done by The Wolf Co., of Chambersburg, Pa.

W. P. Brown, of the Brown Commission Co., died this week. He was ill about two weeks, when he finally succumbed to pneumonia. He had been an active grain handler for over 15 years, and was well known thruout the western grain country.

L. H. Miller, "Pv's" agent at Amboy, Minn., died last week. His successor has not yet been appointed.

C. M. E.

MISSOURI.

William P. Barnett, grain importer of Belfast, Ireland, accompanied by his wife, was in St. Louis recently to improve trade relations.

A portrait in oil of the late Charles F. Orthwein, the gift of Mrs. Orthwein, has been hung in the hall of the St. Louis Merchants Exchange.

M. B. Sherwood, the enterprising dealer of Brashear, Mo., is sending farmer patrons a neat blotter and a circular advertising seed for sale.

The Harroun Elevator Co., of St. Joseph, Mo., has placed a mortgage of \$45,000 covering all of its elevators and corn cribs in Missouri, Kansas and Nebraska.

The warehouse of the Mississippi Valley Hay & Storage Co., St. Louis, Mo., was burned May 5. Four grain commission firms suffered losses ranging from \$300 to \$1,000.

The suit of Fred Deibel of the St. Louis Hay & Grain Co., St. Louis, Mo., against Thomas Brown, for slander, has been decided in favor of the defendant, as no malice was proved.

The Gulf Ports Grain Exporters Association has been formed at St. Louis, Mo., for the purpose of protecting the exporters of the country against the arbitrary and constantly changing regulations of the maritime association, which is composed of the agents of the various shipping lines leaving the ports of the United States. European buyers are so exacting in their demands that they take advantage of the slightest technical flaw in their contracts or bills of lading and sometimes cause great loss to the exporter, who has acted in good faith, in making his shipment. It is to forestall the commission of such errors in contracts on the part of the maritime agents and to secure a uniformity of rules regarding shipments from all ports, that the association was formed. Among the members are Hall & Robinson, The Richardson Co., Chas. F. Orthwein's Sons, D. R. Francis & Bro., William D. Orthwein Grain Co. Exporters in other cities will be invited to join. The officers are H. F. Hall, president; Fred C. Orthwein, secretary and treasurer.

NEBRASKA.

Are you taking written contracts? Bewsher.

Is the grain dealer who has no elevator regular in Nebraska?

Mont Robb, Murray, Neb.: Send me the Journal. I must have it.

The local grain dealers association held a meeting at Weeping Water, Neb., April 30.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Fire caused by the gasoline engine slightly damaged the elevator at Carleton, Neb., April 25. Prompt use of sev-

eral Harden chemical extinguishers put out the flames.

J. E. Burgner & Co., of Elm Creek, Neb., inform us they have gone out of the grain business.

W. F. Niehaus, agent of the Nye & Schneider Co., has been transferred from Sawyer to Goehner, Neb.

Grain dealers along the Missouri Pacific branch line held a meeting April 30 at Auburn, Neb., to arrange for a uniform scale of prices.

William Otto, of Charleston, Neb., writes that N. B. Updike has purchased the F. P. Van Winkle Elevator on the F. E. & M. V. R. R.

Dowling & Purcell's large elevator at North Bend, Neb., was totally destroyed by fire on the afternoon of April 26. Loss on building, \$6,000; insured.

Besides Sol Jameson at Stella, Daniel P. Byrne & Co., of St. Louis, have another representative in Nebraska, George W. Lowrey, with headquarters at Lincoln.

William Townsend, Barneston, Neb., April 24: The growing crops of small grain could not be better. Plenty of rain. Farmers are not selling corn at present prices.

William Townsend of Barneston, Neb., informs us that he is fixing over his elevator at that place and building a large double corn crib with driveway thru middle.

John Harder, a young man of Millard, Neb., who bot grain for the Omaha Elevator Co., forged a check for \$626.06 and cashed it at Gretna, Neb. A reward of \$20 is offered for his arrest. He is only 20 years old, and is the son of prominent residents of Millard.

As per instructions of the Association, Secretary Bewsher has published the names of the following firms who have shown an inclination to encourage scalpers: Purcell Grain Co., Southern Grain Co., W. T. Redmon Commission Co., and Dunning Grain Co., of Kansas; also Crescent Flour Mills, Denver, Colo.

William Otto, Charleston, Neb., May 3: Rye and winter wheat look well, and a large acreage was put out. Oats is coming up fine. Farmers have started to plow for corn, and planting will be the next thing on the program. Very little corn and oats left in farmers' hands. About the usual acreage of corn will be planted.

Mont Robb, agent Morton Bros., Murray, Neb., May 1: Crops are looking fine; everyone is planting corn. Just had our week of rain, ground in fine shape. Never a better prospect for a large crop. Not much grain coming in; farmers all busy. About 50,000 bushels of corn are to come into Murray; but it is in the hands of farmers who can hold, and who say they are going to have 35 cents per bushel.

The Nebraska Association continues to grow. Since the last membership list issued, the following applications have been received and accepted: W. F. Hammond, Elgin, Neb., T. Ostenburg, Wahoo, M. V. Collins, Prosser. L. Montein, Wahoo, Wm. McCallum & Co., Indianola, Farmers Co-Opr. Assn. Cedar Bluffs, Davenport Grain Co., Davenport, L. S. Chittenden, Tecumseh, Neb. City Cereal Mills, Neb. City, and W. W. Powell, with Conner Bros. & Co., St. Louis.

During the last series of meetings, a matter was called to my attention that I will speak of, not because I believe that there are many of the dealers practicing it, but for the benefit of any who may

need light upon the subject. I found one or two dealers who were attaching revenue stamps to their written contracts. Months ago I took this matter up with the Internal Revenue Collector at this point and he informed me that the ordinary grain contract or contract similar to that recommended by the Association, does not require a revenue stamp.—Secretary A. H. Bewsher.

NEW ENGLAND.

Merriam & Rolph, of Fitchburg, Mass., inform us that G. B. Woodward, proprietor of the Fitchburg Flour Co., has sold out his stock and gone out of business.

Whitney & Cameron, Bangor, Me., May 4: Planting has just begun here, and grass is starting well. Maine can produce a large hay crop and potatoes galore, with a fair oats crop; but the bulk of grain and all wheat feeds come from the west.

Edward P. Merrill, grain broker, Portland, Me., writes: Stocks of millfeed light. Prices of millfeed not low enough to attract orders. There will be free buying of millfeed later. The usual uncertainty about railroad freight rates. Spring rather cold and late.

NEW YORK.

L. L. Milliman has built an addition to his feed mill at Middleville, N. Y.

John N. Monroe, at one time a grain dealer, died recently at Romulus, N. Y., aged 72 years.

B. E. Saveland, of Milwaukee, will join the firm of F. K. Fish in the grain business at New York.

Under the new arrangement made by the elevator pool at Buffalo a boat may choose any idle elevator at which to discharge cargo.

The boss scooper question at Buffalo has been permanently settled for the season of 1900. The work of unloading grain cargoes is proceeding smoothly.

Wm. B. Gallagher, Buffalo, N. Y., has been quite busy since the opening of navigation looking after purchases of damaged grain from the first down fleet of lake vessels to arrive from the west.

The Central Transportation Co. has been incorporated at Buffalo, N. Y., to carry grain and freight of all kinds. Capital stock, \$6,000; incorporators, O. A. Crandall, Harris Fosbinder and W. C. Jacus.

The Buffalo Merchants' Exchange has appointed a committee to assist the Pennsylvania Railroad to gain entrance into the city. Connection with this system would much improve the transportation facilities of Buffalo.

The Buffalo elevator men have organized the Western Elevating Association with the following officers: President, George F. Somerby; vice-president, Edward Michael; secretary and treasurer, P. G. Cook; executive board, G. L. Douglass, E. T. Evans, E. Michael, Spencer Clinton, A. J. Wheeler, Joseph Deual, W. C. Farrington and Spencer Kellogg. The pool does not include the Kellogg interests, nor the houses on the canal and without rail connection. The rate remains ½ cent per bushel.

NORTHWEST.

Loughlin Bros., of Rolla, N. D., will build a 30,000-bushel elevator at Bisbee.

G. N. Clark, Cashel, N. D., May 3: Killing frosts occurred here May 1 and 2, ice being formed on vessels of water ⅝

of an inch thick. It is not known just how much damage was done.

Work will begin soon on W. H. Stokes' new 25,000-bushel elevator at Watertown, S. D.

John Mundt, Hartford, S. D.: Please discontinue my advertisement in the Journal. If I don't sell it will not be because I did not receive inquiries enough.

Jacob Hieb has sold his elevator at Marion, S. D., to parties from Bridge-water.

J. H. Fitzgerald, Geneseo, N. D., is in the market for a portable dump and grain elevator.

It is reported from Fargo, N. D., that R. S. Lewis will build a grain elevator on his farm.

Readers will confer a favor by reporting the condition of the crops, new elevators, new firms and business changes.

John Crystal has resumed his regular duties as manager of the transfer elevator at Grand Forks, N. D. Thru this house the Anderson Boat Co. will ship 200,000 bushels of wheat from points along the Red River.

The elevator at Mapes, N. D., operated by the Minneapolis & Northern Elevator Co., C. F. Sims, superintendent, was burned at noon, May 2, with 14,000 bushels of wheat. Fully insured. The plant will be rebuilt at once.

Minneapolis Market Record, May 3: Spring wheat conditions in the Northwest continue favorable. Seed has gone into the ground in a generally satisfactory manner. Rain would be beneficial, but it is not urgently required.

The Larue-Miller Co., of Devil's Lake, N. D., is rebuilding the elevator at that place which was burned at midnight, April 21. The main structure will be 20 x 66 feet and the driveway 66 x 12, with commodious office and engine house.

James Liberty, grain dealer at Minto, N. D., lost his liberty as the outcome of some alleged crooked transactions. He sold his elevator to the Duluth Elevator Co. for \$3,500, and departed ostensibly to settle with Robbins & Warner of Duluth, with whom he had been doing business. Failure to arrive aroused suspicion and investigation showed that he had gone to Pomona, Cal., where he was placed under arrest. Friends of Mr. Liberty hope he will be able to explain his actions.

OHIO.

J. E. Orebaugh, Wilmington, O.: I am out of the grain business.

William Smoyer, agent at Sycamore, O., for Sneath & Cunningham, died April 28 of cancer.

The Phoenix elevator and mill at Marietta, O., were burned May 1. Loss, \$75,000; insurance, \$30,000.

A grain dealer at Dawson, O., loaned over 2,300 bushels of oats for seed this spring, breaking all previous records.

George D. Eustis has bot the Canal Elevator & Warehouse at Cincinnati, O., for \$43,100, of Henry Burkhold, assignee.

The Ohio state board of agriculture, in its bulletin issued May 5, estimates the prospective wheat crop of the state at only 41 per cent of an average, or about 16,000,000 to 18,000,000 bushels.

J. E. Wells, Quincy, O.: Yes! we cannot get along without the Journal, so please find enclosed \$1 for another year's subscription. Success be with you.

Grain dealing corporations in Ohio are required by a proposed law, House bill No. 469, to make annual reports to the secretary of state, of their business in detail, and to borrow no money in excess

of 50 per cent. of their capital stock. The bill is an unwarranted interference with private business, and probably will not pass.

The People's Elevator Co., of Antwerp, O., has recently purchased a No. 4 Victor Corn Sheller and No. 4 Cornwall Corn Cleaner of the Barnard & Leas Mfg. Co.

The elevator and mill at Willshire, O., operated by W. A. Dull, is a branch of the Rockford Milling Co.'s extensive business. The storage capacity is 5,000 bushels.

F. Mayer of J. F. Zahm & Co., Toledo, O., has been admitted a member of the Chicago Board of Trade, enabling the firm to handle Chicago orders at reduced rates of commission.

Fire at Wren, O., May 3, destroyed the elevator of Stulz & Myers, on the Erie Railroad, together with 5,000 bushels of wheat, corn and oats. Loss, \$11,000; insurance, \$3,000. The fire started from a heated journal.

The elevator at Carrothers, O., collapsed April 23. For several days previously, owing to the wet condition of the ground, the foundation had been giving way. All of the grain, except 2,500 bushels of oats, had been removed.

Frank Finney, general freight agent of the new Findlay, Fort Wayne & Western Railway, informs us that elevators soon will be erected on his line by John Tillman, Baldwin, Ind.; Frank Gideon, McGill, O., and Jerome Elliott, Columbus Grove, O.

H. H. Knapke, St. Mary's, O., April 24: Just drove 32 miles over the country, and did not see a single field of wheat; all totally killed. We have one of the best winter wheat sections in the county; but Auglaize and Mercer Counties will not raise 10,000 bushels.

In connection with the mill of the Rockford Milling Co., Rockford, O., is operated an elevator of 10,000 bushels capacity, having 3 stands of elevators, wagon scale, 2 corn dumps, 1 Sidney sheller and cleaner, and a separate seed room. The average yearly shipments for the past three years have been over 500 cars grain and 7 cars clover and timothy.

The elevator at Celina, O., operated by the Rockford Milling Co., Rockford, O., was built and formerly owned by H. H. Guy. The business now is conducted under the name Model Milling Co. The storage capacity is 8,000 bushels, and the equipment includes 4 stands of elevators, one wagon scale and one hopper scale, 6-roll feed grinder and No. 2 Sidney Sheller and Cleaner.

An insurance inspector whose duty it is to examine grain elevators for his company and report upon the condition of each says: We are doing less elevator business in Ohio than any big wheat state simply because the condition of the risks and the attitude of the owners are such that I can obtain better risks in other lines of business. If the elevator men of Ohio want good insurance at cost they must reduce the fire hazard of their plants so responsible companies can afford to insure them.

C. A. King & Co., Toledo, O.: Fire sales here will all be settled alike. Directors of the Exchange so decided yesterday. All grain or clover seed affected by fire here, shall be considered sold for the owner's account at the price agreed upon with the insurance adjusters at the time of the fire. The closing price is the one agreed upon, where the fire occurs after the close and before the market opens the next day. This rule is merely passed so those who have grain or clover

seed stored here may know what to expect in case their goods are in the fire. It has been the general custom.

C. A. King & Co. have received very bad reports of the wheat crop from many counties in Ohio. The first part of the reply refers to the present prospect, the second part to the prospect as compared with a month ago, and the third to the acreage destroyed. Washington Co. Prospects fair; condition growing worse; 15 per cent acreage killed.—Fairfield Co. Half crop; trifle worse; half killed.—Harrison Co. Looks well; much better; third destroyed.—Defiance Co. Very poor; much worse; almost all killed.—Belmont Co. Half crop; improving; ten per cent killed.—Medina Co. Less than half crop condition about the same; two-thirds killed.—Delaware Co. Very poor; about same; nine-tenths killed.—Ross Co. Third crop; need warm rain; two-thirds by fly.—Carroll Co. Half a crop; third killed.—Jefferson Co. Half crop; improving wonderfully.—Ashtabula, Co. Half crop; much better; half killed.—Wayne Co. Very good; improving wonderfully; very little destroyed.—Van Wert Co. Quarter crop; much worse; over half killed.—Medina Co. Fair; condition improving; none killed.—Washington Co. Three-quarters crop; improving; quarter killed.—Adams Co. Three-quarters crop; much better; ten per cent killed.—Ashland Co. Half crop; improving; seventh killed.—Fayette Co. Poor; trifle worse; four-fifths killed.—Green Co. Quarter crop; about the same; three-quarters killed.—Mercer Co. Poorest ever seen; worse; half killed.—Clinton Co. Poor; about same; four-fifths killed.—Geauga Co. Very poor; worse; half killed.—Licking Co. Poor; much better; half killed.—Geauga Co. Very poor; improving; half killed.—Tuscarawas Co. Third crop; much better; two-thirds killed.—Huron Co. Quarter crop; same; three-quarters.—Wood Co. Fair; much better; twenty per cent.—Clinton Co. Very poor; same; four-fifths.—Fulton Co. Poor; improving; half killed.—Brown Co. Quarter crop; better; half.—Columbiana Co. Fair; much better.—Trumbull Co. Poor; half killed.—Ashtabula Co. Very poor; same; quarter.—Paulding Co. Very fair; improving; none.

PACIFIC COAST.

The Latah Alliance Warehouse Co., Latah, Wash., has been dissolved.

Jesse T. Walden has been employed by the McDonald Grain & Milling Co., of Los Angeles, Cal., as grain buyer and traveling solicitor.

Work has begun on the new warehouses of the Northern Pacific Railway at Tacoma, Wash. The plans call for what will be the largest wheat warehouse on the Pacific Coast, 1,700 feet long and 143 feet wide, with a capacity for 2,000,000 bushels. The channel in front of the warehouses is being dredged to a depth of 25 feet.

A. G. McAdie, director of the California crop service, in his report of April 30 says: The unusually heavy rainfall in southern California on the 27th, accompanied by snow in some of the mountain districts, has greatly benefited orchards, vineyards and all summer crops, given new life to late sown grain in some localities, and added materially to the supply of storage water for irrigation. Grain is still thrifty and advancing satisfactorily in nearly all sections north of the Tehachapi, with continued indications of more than the average yield. Hay has matured rapidly during the week, and cutting is in

progress in many localities, the yield being heavy, but quality not quite as good as average.

Edward A. Beals of the Oregon section of the Department of Agriculture, reports conditions in that state for the week ending April 30 as follows: The ground is in good condition for summer fallowing, except in portions of southern Oregon, where it is too hard to work, and would be benefited by more rain. Spring wheat seeding is nearly finished, except on the low lands. Complaints of winter wheat turning yellow are increasing; otherwise this crop continues thrifty and promising. Corn planting has been actively pushed during the week. Corn and spring wheat are both slow in germinating. Hops are generally in good condition and their cultivation has begun; quite a number of yards have been plowed up and the hop acreage will be reduced. Pasturage is excellent and the outlook for all kinds of hay is most promising.

PENNSYLVANIA.

The old grain warehouse at 30th street, Philadelphia, is being torn down by the Pennsylvania Railroad Company. The ground will be converted into a freight yard. The elevator has not received 300 cars of grain in the past two years.

Edward W. Barker, of Gill & Fisher, grain exporters and chairman of the grain committee of the Philadelphia Commercial Exchange, died at his residence in that city, April 23, after an illness of several months. He was 64 years of age, and is survived by a widow, two sons and two daughters.

SOUTHEAST.

J. E. Moore of Pond, Okla., will put in a gasoline engine and grain handling equipment.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Charles E. Scott & Co., of Norfolk, Va., expects to build a small grain elevator using automatic scales.

The largest single load of wheat ever shipped from Shelbyville, Tenn., was recently shipped by J. H. Cunningham & Co., grain dealers. The car contained 1,200 bushels.

The recent reports received by the Central Kentucky Millers Association indicate that the prospect for growing wheat is very good. Of 38 mills, 24 have enough to run until harvest, 12 have not.

The Hackney Milling Co. has been incorporated at Knoxville, Tenn., to conduct a grain business. Capital stock, \$15,000; incorporators, B. A. Morton, H. W. Hackney, C. H. Parham, J. H. Morton, W. A. Hackney, all of Knoxville.

"The Cotton Crop of 1898-99" is the title of Bulletin No. 17, issued by the department of agriculture, and prepared by James L. Watkins of the division of statistics. Detailed statistics are given showing the movement for each state to all of the leading markets, as well as the acreage, production, value and exports.

SOUTHWEST.

An elevator is being built at Billings, Okla., a new town on the Rock Island Railroad, by the El Reno Mill & Elevator Co.

A corn shucking and shelling plant has been established at New Iberia, La., by

Henry Mestayer, Gus Weil and Luke Trainor.

B. F. Glover & Son, of New Orleans, La., inform us that the Texas Pacific Railroad Co. is about to break ground for a 500,000-bushel elevator at Westwego, which is the company's export terminal.

R. McMillan, chief inspector of the New Orleans Board of Trade, gives the exports of grain during April from that port as 2,677,000 bushels of corn, 649,000 bushels of wheat, and 196,000 bushels of oats; against corn, 821,000 bushels; wheat, 510,000 bushels, and oats, 23,000 bushels, during April, 1899. The grain was taken by 41 steamships, and consigned to 14 different ports, all in Europe.

The movement of rice at New Orleans during the nine months ending May 1, as compiled by Hy. H. Smith, secretary of the New Orleans Board of Trade, comprised 863,033 sacks rough and 13,582 barrels clean rice received; and 862,544 sacks rough and 207,493 barrels clean rice shipped. For the corresponding nine months prior to May 1, 1899, 679,476 sacks rough and 6,283 barrels clean rice were received, and 634,551 sacks rough and 162,931 barrels clean rice were shipped. The stock on hand May 1 was 29,098 sacks rough and 6,426 barrels clean rice; against 53,497 sacks rough and 14,517 barrels clean rice, one year ago.

TEXAS.

All aboard for Ft. Worth.

A large grain elevator is to be erected at Hillsboro, Tex., by local capitalists.

J. A. Robey, of Hillsboro, Tex., writes that he is out of the grain business.

What has become of the Public Weighers' Law passed by the last Legislature?

A cotton seed oil mill of 60 tons daily capacity is to be built at Wharton, Texas.

H. Waldo, of Collinsville, Tex., is increasing the capacity of his corn sheller plant.

The Durant Cotton Seed Oil Co. has been incorporated at Bonham, Tex., and Durant, I. T.

J. A. Strong & Co., of Belton, Tex., have bot a Little Victor Corn Cleaner of the Barnard & Leas Mfg. Co.

Schiff & Wylie have succeeded E. Schiff & Co., wholesale dealers in hay, grain, seeds, etc., at Greenville, Texas.

F. S. Windle, of Britton, Tex., is building a large elevator, and has installed a 16-h. p. Fairbanks-Morse gasoline engine.

R. L. Hobby, who has been engaged in the grain business for several years at Belton, Tex., has discontinued the business at that point.

J. P. Harrison, Sherman, Tex., May 3: Prospects for the coming grain crop in Texas were never better, with a very large increase in acreage.

E. H. Crenshaw, Fort Worth, Tex., April 28: We are having too much rain, and I am afraid injury may result to our promising wheat and oat crops.

Attend the second annual meeting of the Texas Grain Dealers association at Ft. Worth, May 15 and 16. Get acquainted with your brother dealers. Join in the work.

Schiff & Wylie, Greenville, Texas: Yes. We want our subscription to the Journal renewed. We find much valuable information in it that is indispensable to our business.

J. A. Strong & Co., Belton, Tex., April 25: Prospects for wheat and oats unusually promising thruout this section of the state. At present too much rain, and farmers are beginning to fear rust, tho so far none reported.

D. W. Martin, of Fort Worth, Tex., writes: W. O. Anderson, of Vernon, Tex., is contemplating building a large elevator at Vernon soon. The prospect in that section for small grain has never been brighter than at the present time.

J. A. Strong & Co., of Belton, Tex., are building a grain elevator and mill and will have the plant completed in time to handle the new crop. The storage capacity will be 50 cars. They will buy and ship as well as clean all kinds of grain grown in their section.

President Harrison, of the Texas association, sent a notice to members, April 25, denouncing "the anonymous circular of 'Grain Dealer,' dated April 23 and mailed from Dallas. He states, 'I suspect that the real intent of the circular is to injure our association by causing disruption among its members and officers, and the railroads.'"

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports the exports during the 11 months prior to May 1 as 7,929,000 bushels of corn and 11,716,000 bushels of wheat; against 3,272,000 bushels of corn and 13,074,000 bushels of wheat during the corresponding period of 1898-9. So far this year Galveston has ranked second only to New York in the quantity of wheat exported.

ANNUAL MEETING TEXAS DEALERS.

The second annual meeting of the Texas Grain Dealers Association will be held at Ft. Worth, Tex., Tuesday and Wednesday, May 15 and 16, and as the railroads have made reduced rates for the meeting it seems certain that the meeting will be well attended. The program as prepared follows:

Tuesday, May 15, 1900.

9:30 A. M.—Address of the President.

Report of the Secretary.

Report of the Treasurer.

The following will be taken up and considered, as nearly as possible, in the order given. All papers will be subject to open discussion and members are urged to prepare for these discussions:

10:30 A. M.—Paper. The need for the better harvesting of Texas grain, W. W. Andrews.

11:30 A. M.—Paper. The best interests of Association work, Charles S. Clark. Short Address, R. W. Flournoy.

2 P. M.—Paper. What can our Association do to advance the grain interests of Texas. E. H. McClure and W. B. Harrison.

3 P. M.—Paper. What can our Association do to obtain as low rates, on interstate grain shipments from Texas, distance considered, as apply from Missouri, Kansas, Oklahoma and the Indian Territory. Frank Kell.

4 P. M.—Paper. How can our Association, establish and maintain an efficient bureau on Texas grain statistics. W. E. Werkheiser and J. H. Ardrey.

5 P. M.—Paper. Where is the profit in dealers selling oat bags to the farmers, in which to crib their oats for ten to thirty days in the field exposed to the bleaching influences of the weather, and then buying the same bags back from the farmers at an advance of 2 cents per bushel on their oats when delivered to market. J. F. Edwards and T. M. Sleeper.

Night Session.

8 P. M.—Paper. If all oats were stored in bulk and sacked as shipments are

made, would not the improvement in uniformity of grade and appearance of sacks, justify the extra or additional trouble and expense. W. A. Bowie and E. R. Kolp.

9 P. M.—Paper. Can an export market be found for Texas oats, and what standard of quality will be required for export shipments. C. McD. Robinson.

Wednesday, May 16, 1900.

The last day's session will be strictly executive and none but members will be admitted.

9:30 A. M.—Paper. In view of the increased competition in the sale of, and the restricted demands for Texas oats, under normal crop conditions, what is the maximum price at which they can be stored, with any reasonable hope of realizing a fair profit on the investment. L. G. Belew and J. A. Hughes.

10:30 A. M.—Paper. How and to what extent can one dealer invade the territory and market of another, without disturbing prices and becoming guilty of scoop shovel methods. A. S. Lewis and G. J. Gibbs.

11:30 A. M.—Paper. In case of a war in prices brought on by a fight between dealers at a local market, what can our Association do to prevent the war becoming general, so as to involve and injure innocent dealers at adjacent markets. W. O. Brackett and C. F. Witherspoon.

2 P. M.—Election of Officers. Appointment of Committees. Miscellaneous Business.

WISCONSIN.

J. W. Ross will begin work soon on his new elevator at Superior, Wis.

J. B. Nally, of Arcadia, is the new manager of the Northern Grain Co.'s elevator at Portage, Wis., which has just been reopened.

W. W. Cargill & Co., of Green Bay, Wis., have recently purchased a tubular barley separator of the Barnard & Leas Mfg. Co.

The William Rahr Sons' Co., Manitowoc, Wis., is receiving bids for the removal of the River Elevator, and the building of a basement.

A grain elevator of 20,000 bushels capacity is to be erected at Wausau, Wis., in connection with the flour mill of F. W. Kickbusch. The plans are being prepared by Henry Smith of Milwaukee.

The Milwaukee Board of Fire Underwriters has issued a circular increasing the rates on grain elevator risks from about \$1.75 to \$2.45. It is said the rate in Milwaukee was raised because elevator proprietors in other cities were using them as an argument for lower rates.

The fire protection of the Itasca elevator, which is being erected near Superior, Wis., by the Barnett & Record Co., for the C., St. P., M. & O. Ry., will consist of two large duplex pumps, four steel pressure tanks and nearly 4,000 Grinnell sprinklers. This is one of the largest sprinkler contracts ever awarded in the Northwest. It was taken by John G. Thomas, contracting engineer, Chicago.

Wisconsin crop bulletin, April 30: As the season advances the damage to winter wheat becomes more apparent, and the outlook is not encouraging. Winter rye is generally reported to be in a satisfactory condition and is making excellent growth. The warm weather of the past week, with abundant sunshine, has given



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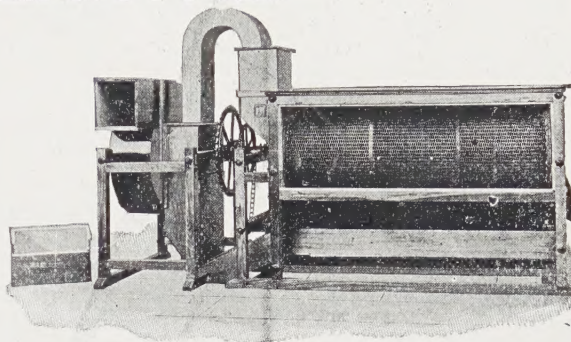
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the plant a strong healthy appearance. The past week has been most favorable for work on the land and seeding has been advanced nearly to completion. The winter killing of winter wheat and clover in many localities resulted in a larger acreage of oats and spring wheat being sown than would otherwise have been the case, but the fine weather during the week greatly assisted the farmers in accomplishing this extra work. Early sown oats and wheat are germinating well. Ploughing for corn will begin this week.

GRAIN INSPECTION DEPARTMENT.

(From a paper by A. E. McKenzie, Chief Grain Inspector of Kansas.)

At the present time we are working under the laws. It is quite true that many changes could be made, as to the carrying out the object of the present law. I think the intentions of the one framing the law was good, and what the grain dealers of Kansas want, and with a few changes, we will be able to accomplish its purpose.

I do not think, as some, that Kansas inspection should be under the management of the different Boards of Trade or the Kansas Grain Dealer's Association, for the reason that both or either would be directly interested, and antagonistic to the other. Further, I believe that the department should come entirely under the control of the state, as do other institutions, thereby giving each and all employees full compensation; and that the law be so amended that any surplus derived from the department remain in the fund of the Inspection Department. As the present law reads, the excess at the end of each year would have to be put in the school fund of Kansas without protection, for during the spring months our receipts are insufficient to meet the necessary expenses of the department. For this reason we should have access to the balance we had left from the previous year's work to pay the members of the department for their services.

About all the trouble we now have is and comes from claims of demurrage which arises from many different sources.

The first and most numerous is the billing to one's self, or in other words, John Doe ships a car of grain and bills it to John Doe, without instructions noted on the bill of lading to notify some one, and when this car arrives the railroad company cards it in the name of John Doe, and we inspect it in the same name, as any other car, but have to carry the sample to the office and there hold until some one gets uneasy about the car and calls up to know why they had never received inspection on such and such a car. Of course we tell them it has been inspected for a week or such a matter, but did not know to whom to deliver the sample and inspection certificate. Thus you see the trouble arises from billing in this manner. You should always note on your bill of lading, who you intend to look after it for you. If you do not know at that time, and are simply speculating while in transit, you should then notify the Inspection Department when you have decided who shall handle it.

Other causes for demurrage arises from careless cardings of cars, and by Missouri inspectors getting hold of the cars while on their side, and putting their seals on the cars before we get them. We do not inspect any cars with Missouri seals on them, unless we have orders from the consignee. We are trying to give fair decisions in all matters. You do not always get Kansas inspections. It would be a great benefit to the department to have your inspections. We need it and the more we have to do, the better we can do it. We understand that some receivers have been charging for inspections and not giving state certificates. If you do not receive them, please notify us.

The first thing I did when I came into the office was to put the standard weight of a bushel of wheat back to 59 lbs. instead of 58 lbs., as was made by W. W. Culver. I could never see any advantage in Mr. Culver's saying 58 lbs. should be No. 2, for the reason that all contracts under the 58 lb. rule were made on basis of 59 lbs. to conform with all other states and for this reason I restored the old rule that 59 lbs. should be the standard. I might say further that our greatest trouble is selling on test weight. Who the originator was, I am unable to say, but with the conditions of the wheat the past year, it has been almost impossible for any two men to make the same test. I believe it would be the best for the grain market if the test was done away with, and the wheat inspected according to quality, regardless of test weight.

A word now regarding plugged cars. It has been our aim to build up the grain market of Kansas by raising the standard grade to such that Kansas wheat would be at a premium, but we have met with much opposition. I heartily endorse the sentiment as expressed by a member

of this association who said "any one plugging a car should not be allowed to be a member of the Grain Dealer's Association." This is not only injurious to the shipper, but to the market in general. For example: Some time ago a certain car containing about 1,100 bushels of wheat, inspected by us as 57, 3 hard, was shipped to Decatur, Illinois, to Shellebarger Mills. Our inspection on this car was sustained by a private inspector of Goffe, Lucas & Carkener, of Kansas City, but this car was refused because the test weight was only 52½ lbs. At the request of the shipper, I went in person to Decatur to find the cause of so much difference. On my arrival I found that in transit this car had been transferred at Harlem by shovel, which would leave the bottom wheat of first car on top in second car. I found that the mill had good cause to refuse the wheat, for on top it was only 52 test weight, bottom was 54 and sample 52½. I made this trip to satisfy myself, for I had received so many complaints of this kind. Mr. Shellebarger informed me that he preferred to buy direct from the country, but if the shippers in the country intend to plug the cars, as was done in this case, he would refuse to buy Kansas wheat at any price.

You should not criticize the Inspection Department too hard, when you load the car with good wheat on top and screenings on the bottom, and should we grade it "rejected," then do not excuse yourself by saying it was put in there to keep the good wheat from leaking out. Do not notify your consignee that your wheat tested 58 lbs. when it only tested 56 lbs., with the expectation of getting a better inspection.

One word regarding weights; it is our opinion that when the elevators get track scales in place of hopper scales and you get good cars and have them properly coopered, and not load them above the linings on the inside of the car, we will then have very little complaint about short weights.

PATENTS GRANTED

James H. Pitman, of Neola, Ia., has been granted letters patent, No. 648,430, on a freight car door.

Christopher F. Thomas, of Alexandria, Va., has been granted letters patent, No. 648,889, on a freight car door.

Edward C. Berghoefer, of Milwaukee, Wis., has been granted letters patent, No. 648,721, on an elevator and carrier.

Walter H. Cotton, of Chicago, Ill., has been granted letters patent, No. 647,990, on an electric igniter for gas engines.

William F. Davis, of Waterloo, Ia., has been granted letters patent, No. 648,122, on an electric igniter for explosive engines.

Herman Golomb and Jacob Taiz, of Philadelphia, Pa., have been granted letters patent, No. 648,662, on a weighing machine.

George Hoepner, of Chicago, Ill., assignor to the Union Scale & Mfg. Co., of San Francisco, Cal., has been granted letters patent, No. 648,617, on an electromagnetic automatic weighing machine.

William S. Miller, of Meyersdale, Pa., has been granted letters patent, No. 648,771, on a grain register. The device consists of a measure box which, as it slides back and forth, registers on a dial the number of times filled.

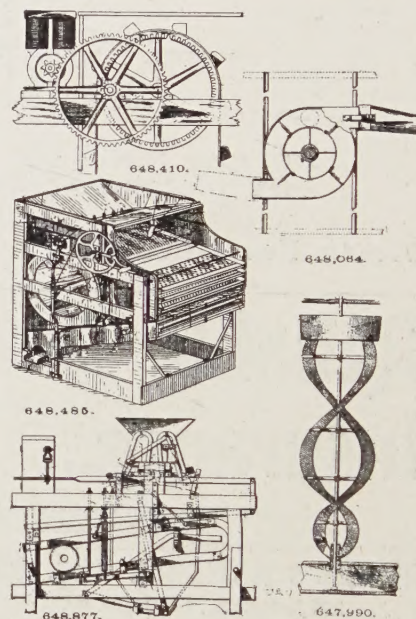
Joseph M. Christy, of Des Moines, Ia., has been granted letters patent, No. 648,897, on a box car loader. This device is designed to handle coal, and consists of an endless conveyor within the car, operated by a shaft and bevel gear.

John M. Howard, of Chicago, Ill., has been granted letters patent, No. 648,410, (see cut) on an elevator. The patent is on the relative arrangement of the gearing whereby the friction is greatly reduced. The power of the driving pinion is applied in a direct line with the loaded belt and on the inner surface of the rim at the point where the belt comes into contact with the pulley.

William W. Salisbury, of Berea, O., has been granted letters patent No. 647,990, (see cut) on a grain cleaner and scourer. This ingenious machine consists of spiral screens mounted on a vertical shaft with a hopper above and discharge spout below. No power is applied, the weight of the grain causing the shaft to revolve and whirl the screens thru the air, heavy matter falling thru and light impurities floating off.

Thomas H. Cooper, of Toronto, Canada, assignor to the Toronto Grain & Seed Cleaner & Grader Mfg. Co., of the same place, has been granted letters patent, No. 648,485, (see cut) on a grain cleaner and separator. In the frame of this machine are a fan and fan shaft, shoes and hangers, several screens, a hopper, and a hand crank. The vibratory bars are pivoted at their lower ends to the frame and are rocked by the rotation of the crank.

Angus McLeod and John H. McLeod, of Marietta, Kan., have been granted letters patent, No. 648,877 (see cut) on an automatic grain weighing machine. The machine consists of a supporting frame,



a tilting weighing frame, weighing receptacle, a swinging lifting frame, springs exerting an upward strain on the lifting frame, a shifting weight, levers fulcrumed on the receptacle on the opposite sides thereof, a swing gate to cover bottom discharge opening, supplemental cut-offs and an oscillating bar to open them, and a gravity latch bar.

John C. Bean, of Sullivan, Ill., assignor of one-half to Charles D. Cole, same place, has been granted letters patent, No. 648,064, (see cut) on an automatic car-loader for grain. The machine consists of a rotary fan, a fan casing, a drum mounted on the fan shaft, and a movable discharge nozzle. The whole apparatus is mounted on a bracket hinged to the wall of the elevator building and is operated by a belt and pulley. The fan is placed in the middle of the car. A spout from the building feeds the fan which throws the grain thru both discharge nozzles to the opposite ends of the car. The patent office drawing does not fairly represent this improved machine as made and sold by the Ideal Car-loader Co., of Sullivan, Ill.

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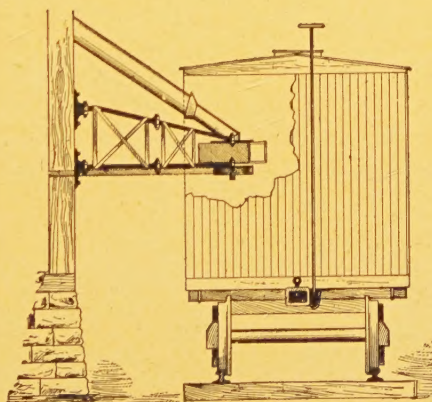
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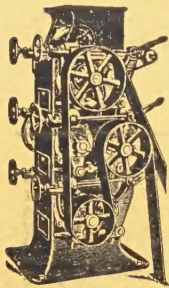
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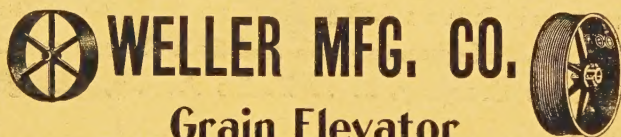
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